

MINUTES

CITY PLAN COMMISSION/ARCHITECTURAL REVIEW BOARD

SEPTEMBER 6, 2016

*(Note: These minutes do NOT include the Centene project;
a transcription of the deliberations
regarding Centene was prepared by a Court Reporter and are in a separate document)*

The City Plan Commission/Architectural Review Board of the City of Clayton, Missouri, met upon the above date at 5:30 p.m. Upon roll call, the following responded:

Present:

Chairman Steve Lichtenfeld
Joanne M. Boulton, Aldermanic Representative
Craig Owens, City Manager
Josh Corson
William Liebermann
Scott Wilson

Absent:

Ron Reim

Also in Attendance:

Kevin O'Keefe, City Attorney
Louis Clayton, AICP, Planner

Note: This meeting took place at the Clayton High School Auditorium.

Chairman Steve Lichtenfeld asked that all cell phones be turned off, that conversations take place outside the meeting room and that those who wish to speak approach the microphone stand in front of the stage. He announced that a court reporter is in attendance at this meeting.

MINUTES

The minutes and transcription of the August 15, 2016 meeting was presented for approval. The minutes and transcription were approved after having been previously forwarded to each member.

NEW CONSTRUCTION – SINGLE FAMILY RESIDENCE – 111 CRANDON DRIVE

Lauren Strutman, project architect, was in attendance at the meeting. Also in attendance were David Volz, civil engineer and Scott Mehlman, owner/developer.

Louis Clayton explained that the proposed project consists of the construction of a 3,977-square-foot (excluding the basement) single-family residence with an attached, rear-entry, at-grade 819-square-foot garage. The height of the proposed residence is 29 feet 2 1/8 inches as measured from the average existing grade to the mean height of the roof. The plans show the HVAC units located in the southwest corner of the property adjacent to the driveway and screened by a wood fence. Trash and recycling receptacles will be stored in a 40-square-foot enclosure located in the southwest corner of the site adjacent to the driveway and screened by a wood fence and gate. The Clayton Gardens Urban Design District limits impervious coverage to 40 percent of the total lot area and allows an increase in impervious coverage based on the garage placement. For this project, the allowable impervious coverage may be increased to 55 percent for the inclusion of an attached, at-grade, rear-loading garage. The existing impervious coverage on site is 26.9 percent. The new plans increase the impervious coverage to 48.3 percent, which is less than the maximum allowable impervious coverage. The existing storm water runoff, according to the MSD 15 year, 20 minute calculation, is 0.48 cubic feet per second (CFS). The proposed runoff is 0.57 CFS, which represents an increase in 0.09 CFS. To mitigate the increase in storm water runoff, downspouts on the south side of the home will be piped to a dry well in the front yard. Downspouts on the north side of the home will be piped to a pop-up bubbler located in the front yard. The Public Works Department finds the storm water plan acceptable, with the condition that the dry well in the front yard be sized to handle the volume of water being discharged by the sump pump. Louis noted that this is the first project that is subject to the City's recently adopted Trees and Landscaping Regulations. For this site, the regulations require 46 percent tree canopy lot coverage through the preservation and/or planting of trees. The existing tree canopy lot coverage is 75 percent. The proposed tree canopy lot coverage is 75 percent, which includes the preservation of one existing site tree and the planting of 13 new trees. Eight of the new trees (61.5 percent) will be Missouri Natives. One street tree will be removed which will require a payment of \$684 into the City's Forestry Fund prior to removal. According to the City's contracted landscape architect, the proposed landscape plan provides a variety of trees, shrubs and perennials that are consistent with the character of the surrounding neighborhood. The landscape plan needs to be revised to integrate the proposed HVAC enclosure into the landscape design and to fill in missing foundation plantings on the north side of the home. Exterior lighting is proposed at the rear door and garage. All exterior lights will be 75 watts or less. Louis stated that the height, setbacks, and impervious coverage as proposed are in conformance with the requirements of the R-2 Single Family Dwelling District and the Clayton Gardens Urban Design District. Storm water will be adequately managed on site, and the landscape plan features a variety of trees, shrubs and perennials that are consistent with the character of the surrounding neighborhood. Staff is of the opinion that the project meets the criteria for site plan approval and recommends approval with the following conditions, to be approved by staff prior to the issuance of a building permit -

1. That the dry well in the front yard be sized to handle the volume of water being discharged by the sump pump.

2. To ensure the future maintenance and operation of the dry well, the applicant shall record a deed restriction and the approved site plan with St. Louis County and submit proof of recording to the City.
3. That the applicant pays \$684 prior to removal of the street tree.
4. That the landscape plan be revised to integrate the proposed HVAC enclosure into the landscape design and to fill in missing foundation plantings on the north side of the home.

Ms. Strutman presented a site plan to the members. She explained that the garage is a rear entry; the trash and HVAC units are at the rear of the home and that the project is in compliance with the new landscape ordinance.

Mr. Volz presented a drainage map to the members. He noted that the site drains toward the south and east and the drainage plan includes two bubblers and a drywell.

Chairman Lichtenfeld asked how far the inlet is within the property.

Mr. Volz stated that it is 120 feet from the corner.

Chairman Lichtenfeld questioned if there may be an ice issue on the parking lot to the south.

Mr. Volz indicated that there should not be as water will go across a 10 foot lawn first. He then stated that they will comply with staff recommendations.

Chairman Lichtenfeld solicited additional comments or questions from either the members or the audience. None were received.

Hearing no further questions or comments, Craig Owens made a motion to approve the site plan per staff recommendations. The motion was seconded by Josh Corson and unanimously approved by the members.

The architectural aspects of the project were now up for review.

Louis Clayton explained that properties located west of Forsyth Boulevard in Clayton Gardens have traditionally been developed with one-story ranch homes with a strong horizontal orientation. The home to the north (117 Crandon Drive) was constructed in 1999 and is +/- 3 inches taller than the proposed home (as measured from the midpoint of each roof). The property to the south contains a one-story commercial building which is +/-21 feet shorter than the proposed home. As required by Section 410.385 of the Clayton Gardens Urban Design District, to avoid tall, blocky building forms, new structures shall incorporate a transition in height and scale through one of six possible techniques. According to the applicant, the proposed design incorporates the following permitted technique: "Increasing the side yard setback one foot for every five feet the height of the structure exceeds the height of the adjacent structure at the side yard." The southern

side yard setback has been increased an additional +/-7 feet to meet this requirement. Clayton Gardens has traditionally been dominated by the use of standard size brick in a variety of red tones, although the original brick has been painted in some instances. The primary building material for the proposed home is taupe brick. A stone veneer is used on 8 percent of the rear façade and 7 percent of the right side. The proposed roof is clad in architectural shingles, charcoal blend in color. Black colored casement windows are proposed. A 9-foot wide exposed aggregate driveway is proposed on the south side of the home that leads to a rear-entry, at-grade attached garage with one black raised panel garage door. An 8-foot cedar privacy fence (6-foot solid, 2-foot lattice) is proposed along the entire length of the southern property line, a portion of which will encroach into the front yard. Section 405.1900 of the Zoning Regulations permits 4 foot decorative fences located in the front yard in single-family zoning districts if approved by the Architectural Review Board. Historically, the Architectural Review Board has considered requests for front yard fences that are not in conformance with the zoning requirements. For example, on corner lots, 6-foot fences have been approved on “secondary” front yards (what functionally would be a property’s side yard) provided the fence is ornamental or decorative (not a solid wood, chain or vinyl fence) and is placed on the property in a manner which provides a sufficient area for landscaping to break up the monotonous appearance of the fence. This property is not a corner lot by definition; however, it is bordered by a commercial parking lot along its southern property line. These configurations of single-family properties with their side yards adjacent to commercial properties are common on the blocks adjacent to Clayton Road in Davis Place and Maryland Avenue in Clayton Gardens and in many cases there are existing front yard fences in place that do not conform to the zoning requirements. The proposed design and materials of the fence is not consistent with the requirement in the zoning regulations for a 4-foot “ornamental or decorative” fence; however, an ornamental or decorative fence would not likely provide the opacity needed to adequately screen the adjacent parking lot, dumpsters, and commercial building. If a fence was installed on the adjacent commercial property, it could be up to 8 feet tall and located up to the front property line without requiring approval by the Architectural Review Board. Louis concluded by stating that the project as proposed is in conformance with the requirements of the R-2 Single Family Dwelling District, the Clayton Gardens Urban Design District, and the Architectural Review Guidelines. Staff is of the opinion that the design is compatible in terms of mass, height, and design with existing nearby homes and recommends approval as submitted.

Ms. Strutman presented a color rendering to the members. Also presented were samples of the proposed brick (taupe), cast stone and roofing material.

Joanne Boulton asked about the proposed fence.

Ms. Strutman stated that it is an 8-foot wood fence; 6-foot solid and 2-feet of lattice.

Joanne Boulton asked if there will be sight line issues for the parking lot to the south.

Mr. Volz stated there should be no sight line problems because it ends at the right-of-way as does the fence currently in place.

Chairman Lichtenfeld announced that the property to the south is commercial. He asked if there were any further questions or comments from the Board or if there were any questions or comments from the audience.

None were received.

Hearing no further questions or comments, Joanne Boulton made a motion to approve as submitted. The motion was seconded by William Lieberman and unanimously approved by the members.

Chairman Lichtenfeld asked when they plan to begin construction.

Mr. Volz replied “as soon as possible”.

ARCHITECTURAL REVIEW – ADDITION TO SINGLE FAMILY RESIDENCE – 8141 STRATFORD DRIVE

Paul Doerner, project architect, was in attendance at the meeting.

Louis Clayton explained that the proposed project consists of the demolition of an existing 292-square foot rear addition and the construction of a 1,030-square-foot, 2-story rear addition. No changes are proposed to the front façade of the home. Because the combined square footage of the addition is less than 50 percent of the total square footage of the home, Site Plan Review is not required. Because the combined square footage of the addition is greater than 750 square feet, Architectural Review is required. The height of the addition is 18 feet 10 inches from average existing grade to the mid-point of the roof. The roof of the addition will be clad in grey fiberglass shingles to match existing and standing seam metal. White double-hung windows are proposed to match existing. The existing home has stone on the first floor front elevation, brick on the first floor side elevations, and white siding on the second floor. The primary building materials for the home addition are brick painted “sandstone” and white Hardie Plank lap siding. The addition will incorporate similar design and materials found on the existing home. The amount of Hardie Plank lap siding will cover 56 percent of the rear elevation, 42 percent of the west elevation, and 44 percent of the east elevation. The Architectural Review Guidelines limit the use of accent materials to 25 percent of each elevation and gives the Architectural Review Board authority to grant a modification to exceed 25 percent siding, up to a maximum of 30 percent. The existing driveway will remain in place. No new retaining walls or permanent fences are proposed. HVAC units will be located on the west side of the addition and screened by an existing wood privacy fence. A +/- 40-square-foot trash enclosure is located on the west side of the home and will be screened by a wood fence and gate. Louis stated that the project as proposed is in conformance with the requirements of the R-2 Single Family Dwelling District. The amount of Hardie Plank lap siding used on the addition exceeds the 25 percent permitted by the Architectural Review Guidelines; however, staff is of the opinion that given the existing design and materials of the

home, the proposed design and materials meet the spirit of this requirement and are compatible with the existing home and other homes in the neighborhood and recommends approval as submitted.

Mr. Doerner presented proposed a color rendering and elevations of the 17 X 30, 2-story addition, explaining that it is constructed of stone and flatboard, which will align with the existing siding.

Samples of the white Hardie Plank siding and red brick were presented. Mr. Doerner stated that all of the brick will be painted a light tan color. A sample of the asphalt shingle roof was also presented.

Joanne Boulton asked if the house currently has an asphalt shingle roof.

Mr. Doerner replied “yes”.

Joanne Boulton commented that more siding is appropriate given the existing house design.

Hearing no further questions or comments from the Board members and hearing none from the audience, Scott Wilson made a motion to approve as submitted. The motion was seconded by William Lieberman and unanimously approved by the Board.

ARCHITECTURAL REVIEW – OUTDOOR DINING PLATFORM – 16 SOUTH BEMISTON AVENUE – LOUIE’S WINE DIVE

Ben VinZant, restaurant owner, was in attendance at the meeting.

Louis Clayton explained that the applicant proposes to install an 11-foot X 25-foot outdoor dining platform constructed of cedar. Bench seating will be installed along the inside perimeter of the platform. Butcher block tables and black metal chairs are proposed. The structure is 3.5-feet tall and the outside face is clad with cedar siding. A 4-foot clear pedestrian access route is proposed on the public sidewalk. The City’s Outdoor Dining Regulations do not specifically address the use of outdoor dining platforms in the City right-of-way; however, pedestrian barriers are permitted as long as they are least 30 inches tall, constructed of metal or wood, and not anchored to the sidewalk. Staff has determined that the proposal may be permitted if it receives approval by the Department of Public Works and the Architectural Review Board. Staff is of the opinion that the outdoor dining platform, tables and chairs are in conformance with the Outdoor Dining Regulations. Restaurants with freestanding patio chairs often overflow into the pedestrian access route. With the proposed design, this would not occur because all seating is confined to the footprint of the platform. All of the structure’s components can be removed and reassembled. The Public Works Department has reviewed the proposal and will allow the installation on a trial basis through February 28, 2017, at which time it will be reevaluated; therefore, staff’s recommendation is to approve with the following conditions:

1. That the applicant receives an Outdoor Dining Permit prior to installation.
2. That the Outdoor Dining Permit expire on February 28, 2017, at which time the Department of Public Works will reevaluate and determine if the platform may remain.

Mr. VinZant informed the Board that the structure is fully removable and the intent is to enhance the customer experience.

Scott Wilson asked how many people the platform area will seat.

Mr. Vin Zant replied “24”.

Josh Corson asked about accessibility.

Mr. VinZant indicated that ADA accessibility is through their north entrance.

Joanne Boulton asked if they currently have an Outdoor Dining Permit.

Mr. VinZant replied “yes”.

Louis Clayton explained that although outdoor dining can take place year-round, the seasons run from March 1 through the last day of February annually.

An unidentified gentleman asked how close to the street/curb the area will be.

Mr. VinZant stated that this will fully enclose the outdoor dining area, but still provide a 4-foot sidewalk width for pedestrians.

Joanne Boulton commented that the platform/seating area is handsome and that it will be nice to keep diners in an enclosed area.

Hearing no further questions or comments from the Board or the audience, Joanne Boulton made a motion to approve per staff recommendations. The motion was seconded by Scott Wilson and unanimously approved by the Board.

CONCEPTUAL PRESENTATION – 7601 & 7651 CLAYTON ROAD (FORMER SCHNUCKS SITE)

Ben Owenwell, developer with GBT Realty, was in attendance at the meeting.

Louis Clayton explained that the proposed project consists of the demolition of the existing structure and the construction of a 642,271-square-foot, 7-story mixed-use building containing 44,500 square feet of ground floor commercial uses (retail, restaurant, grocery and leasing office),

297 residential units, a 20-space surface parking lot and a 722-space parking structure. The proposed building will be constructed primarily of brick, corrugated metal, and fiber cement paneling. Access to the site is proposed from Hanley Road near the existing access point, mid-block from Clayton Road, and from Westwood Avenue. The west end of the site will include a surface parking lot between the building and Hanley Road, and a one-way drive aisle between the building and Clayton Road. The project will be developed as a Planned Unit Development (PUD) and will require public hearings before the Plan Commission and Board of Aldermen. The western property is not located in an urban design or overlay zoning district, but is subject to the following design standards which affect the site and building form:

- Stepbacks: For buildings permitted to exceed the maximum height through the planned unit development procedure, a 15-foot stepback (upper story building setback) shall be provided beginning at the 3rd-story level or 30 feet above grade, whichever is less.
- Parking: Surface parking lots and parking structures with parking at ground level are not permitted along the street frontage.

The eastern property has a zoning designation of R-6 Medium Density Multiple Dwelling District and is located in the Westwood Corridor Urban Design District (UDD). The intent of the Westwood Corridor UDD is to ensure that redevelopment responds to and protects the established character of the Westwood Corridor. The UDD has detailed development standards for building orientation, lot coverage, setbacks, parking, building materials, height, massing, and architectural details. A more detailed submittal is required to evaluate the project's compliance with the UDD standards. The Clayton Master Plan was adopted in 1975 and was last updated in 1989. The Master Plan designates the western property as "commercial" on the Future Land Use Plan and the eastern property as "mid density multi-family (25-45 units per acre)". Louis noted that a project of this scale requires a thorough staff review prior to a public hearing. The project will be reviewed and is subject to comments by the Planning, Public Works, and Fire Departments, and also the City's contracted consultants for landscaping, architecture, storm water management, traffic and parking. Staff recommends that the Plan Commission/Architectural Review Board consider the proposal and provide input. This is conceptual review only and therefore any comments made in this report or at the meeting, either by the applicant, staff, or the Board/Commission members, are not binding. Staff offers the following comments based on the conceptual plans presented.

Planning

1. The Zoning Regulations prohibit parking lots along the street frontage. Locating the building frontage at or near the front property lines creates a strong street wall and improves the pedestrian environment. Where additional setback is necessary, activate the area with a courtyard by incorporating outdoor dining, seating, water features, or public art.
2. This site is located at a prominent southern gateway to the City, and staff recommends the design of the southwest corner of the building and site be enhanced to include a more prominent architectural and/or gateway feature.

Public Works

1. The development is subject to the recommendations of the traffic impact study conducted by the City's contracted traffic engineer and reviewed by Public Works and St. Louis County Department of Transportation. The developer may be required to make such improvements to adjacent streets including but not limited to restrictions at ingress/egress locations, turn lanes, medians, and new and/or improved signalized intersections.
2. The design of sidewalks, tree lawns, and other similar infrastructure in the City's rights-of-way will be to City standards.
3. Land Disturbance and Right-of-Way Permits will be required through the Public Works Department. Any work affecting Hanley and Clayton Roads will have to be permitted through St. Louis County.

Mr. Owenwell indicated that the project includes 295 apartment units and 40,000 square feet of retail space, including an organic grocery store. He added that they have been in negotiations with the City for 6 to 9 months. He indicated that GBT, based in Nashville, has been in business for 30 years.

Chairman Lichtenfeld reiterated that this is only conceptual review at this time and that there will be no vote this evening. He added that the information/submittal packet was just received this evening and he finds the project very different; noting his concern over the many colors and materials and, given its location, it is very un-exciting to him. He stated that the property has been vacant (unoccupied) for 13 years and is the main entry into the City from the south, east and west. He questioned the functionality of the grocery store's entrance door as it is not visible from the street. He stated that the appearance of the project feels very suburban.

Mr. Owenwell stated that there are actually only two bricks and stone; the windows are clear. He stated that the CAD imagery is likely to blame versus the reality. He stated that the 4.5-foot sidewalk presents a challenge for a location that sees 38,000 vehicles per day; that there is 15-foot of additional greenspace before the building starts and that a welcoming sign and/or artwork will be at the southwest corner of the property.

Chairman Lichtenfeld commented that it is an elaborate image he is trying to convey.

Mr. Owenwell assured that this is a high-end development; it is not normal or bland and the building will be vibrant. He stated that prior projects have failed because of the depth of the lot and believes the scale of this building is justified.

Chairman Lichtenfeld commented that what was submitted does not feel that way.

Mr. Owenwell assured the Chairman that they will spend more money on the renderings when they submit a formal application and that he understands the importance of the site.

Josh Corson stated that the outdoor dining area is nice. He asked about traffic impacts.

Mr. Owenwell indicated that they would comply with the recommendations of the City's traffic engineer (Lee Cannon with CBB).

Mr. Owenwell indicated that 540 parking spaces are recommended and they are proposing 742; 50% more spaces than are being asked of them.

Josh Corson commented that it would be nice if the loading dock were not visible.

Mr. Owenwell stated that the 20-foot vertical concrete fence is consistent with the previous store.

Scott Wilson stated that he is glad that GBT is interested in developing this property and that his concern is purely architectural. He reiterated that this is the main entrance to the City and asked that the corrugated metal be eliminated.

Mr. Owenwell stated that they are open to comments; adding that the building is over 90% stone and brick.

Scott Wilson referred to the flat roof. He asked that they incorporate gables.

Mr. Owenwell agreed.

Joanne Boulton stated that she agreed with her colleagues comments; she asked about the street level parking.

Mr. Owenwell referred to the 20 bays along Hanley Road and stated that they cannot bring the building up to the street. He reminded the members that there is a 15 foot greenway path. He added that 20 parking spaces are needed for the 7,500 square foot restaurant and the retail and that there will be a good landscape buffer. He stated that there are some things they can and some things they cannot consider.

Chairman Lichtenfeld asked if some of the bedrooms have no windows.

Mr. Owenwell indicated that he did not believe that was the case.

Wallace Langston, 816 South Hanley Road, stated that he has no ties with the developer. He stated he wants to see this project move forward; he wants to see the property developed.

Liza Streett, Clayton resident, stated that she does not want to see a boring development; she wants to see a 21st century stylish and stunning building versus a conservative one.

Ed Rader, Clayton resident, voiced his concern about traffic.

Erin Naetler, Richmond Heights resident, asked that the speed limit be reduced.

Joe Wotka, Clayton resident and apartment owner, voiced his concerns about the parking ramifications as when the 20,000 square foot Schnuck's was there, traffic would back up during rush hour and this is a larger commercial use plus apartments.

Sandy Shapiro, Clayton resident, commented that the traffic signals are not synchronized.

Hearing no further questions or comments, Chairman Lichtenfeld stated that he appreciates the presentation. He called for a 10 minute break (6:44 p.m.).

At 6:54, Chairman Lichtenfeld announced that the next order of business is the proposed Centene project (rezoning to a Special Development District (SDD)/SDD Plan).

The court reporter began transcribing (6:54 p.m.). Note that Josh Corson recused himself and did not participate in any vote or discussion with regards to the Centene proposal.

Recording Secretary

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COVER SHEET INFORMATION

Date: September 6, 2016

IN RE: THE MATTER OF CITY PLAN COMMISSION/
ARCHITECTURAL REVIEW BOARD MEETING
CITY OF CLAYTON, MISSOURI

1 IN THE CITY OF CLAYTON

2 STATE OF MISSOURI

3
4 IN RE: THE MATTER OF CITY PLAN COMMISSION/
5 ARCHITECTURAL REVIEW BOARD MEETING
6 September 6, 2016
7

8 BE IT REMEMBERED that the above-entitled
9 matter came on for a hearing at Clayton High School, 1
10 Mark Twain Circle, in the City of Clayton, State of
11 Missouri, on the 6th day of September, A.D., 2016,
12 commencing at the hour of 5:30 in the evening of that
13 day, said hearing having been called by the City of
14 Clayton City Plan Commission/Architectural Review
15 Board, pursuant to the issuance of due notice to all
16 parties in interest, and the following is a transcript
17 of a portion of the proceedings held during the course
18 of that hearing.
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APPEARANCES:

Steve Lichtenfeld - Chairman

William Liebermann - Member

Scott Wilson - Member

Josh Corson - Member

Joanne Boulton - Alderman Representative

Louis Clayton - City Planner

Kevin O'Keefe - City Attorney

Craig Owens - City Manager

Kathy Scott - Planning Technician

For the Property at 7454, 7510, 7518, 7520, 7528, 7600, 7606, 7620, 7630, 7632, 7634, 7636 and 7642 Forsyth Boulevard; 12, 14, 20 and portion of 106 South Hanley Road, 10 South Lyle Avenue; 101, 105 and 146 Carondelet Plaza; 7711, 7733 Carondelet Avenue and adjacent proposed vacated rights-of-way - Rezoning

Bill Reichmuth-Vice President, Facilities & Real Estate, Centene Corporation

Cynthia Brinkley, Executive Vice President, Centene Corporation

Robert Clark - CEO, Clayco

1 (The court reporter was instructed to only
2 transcribe the portion that included the public hearing
3 regarding the Centene Corporation.)

4 THE CHAIRMAN: We would like to continue
5 at this point. The first thing before we get going,
6 you will see that Josh Corson has to recuse himself
7 from the next project review.

8 So there are still five voting members on
9 the Planning Commission. We'll proceed with the public
10 hearing and Louis?

11 MR. CLAYTON: Yes. I'd like to start by
12 saying that over the past several months, the City's
13 Planning staff has spent many hours carefully reviewing
14 the proposed Centene Clayton Campus application and
15 plans and its potential impact for the downtown and the
16 city in general.

17 The staff report that I will summarize in
18 just a second is a result of this thorough review
19 process as well as input from other city departments
20 and our contract with technical consultants. The full
21 staff report is available online at claytonmo.gov.

22 This request is for consideration of a
23 rezoning to Special Development District, also known as
24 SDD and the approval of an SDD plan for a proposed
25 mixed-use project. This request was originally

1 presented to the Planning Commission on August 1st and
2 August 15th. This is the first in a series of
3 approvals required to develop the project.

4 The proposed rezoning, if approved, will
5 result in a distinct zoning classification for the
6 subject properties along with a plan that provides the
7 general development standards for the project,
8 including the project phases and schedules, location
9 and use of each proposed building, the maximum height
10 and size of each building, the location of open space
11 and landscape buffers, general traffic circulation and
12 the location and number of parking spaces.

13 Through the rezoning process, the Board of
14 Aldermen has the authority to approve development
15 standards that are different than the current zoning
16 requirements, in exchange for public benefits. Once
17 approved, the Special Development plan implements
18 become the specific zoning regulations governing the
19 use and development of the properties.

20 If the rezoning is approved, separate
21 approvals will be required for each of the four
22 subdistricts. These plans will provide much more
23 detailed information related to each specific phase of
24 the development, such as transportation related
25 improvements, architectural features, landscape design

1 and plant material, building location and design and
2 pedestrian and automobile circulation. Each
3 subdistrict will require separate approvals from the
4 Board of Aldermen, Planning Commission and
5 Architectural Review Board.

6 The zoning regulations list eight criteria
7 for approval for a Special Development District, which
8 the Planning Commission shall take into consideration.

9 Those eight criteria are listed in the
10 staff report and included in the staff report is an
11 analysis for each criteria. I will not summarize --
12 talk to all eight criteria but I would like to
13 highlight staff's analysis as it relates to the
14 Downtown Master Plan.

15 Subdistricts 1, 2 and 3 and a portion of 4
16 are located in the Forsyth Village District as
17 identified in the Downtown Master Plan.

18 The vision of the district is to create a
19 dense, walkable, mixed-use district, including a
20 significant residential development oriented around the
21 Forsyth MetroLink station with appropriate connections
22 to the existing development at Carondelet Plaza and
23 adjacent areas. The plan identifies both Forsyth
24 Boulevard and Carondelet Plaza as pedestrian priority
25 areas.

1 Subdistrict 4, with the exception of 18
2 South Hanley Road, is located in the Central Station
3 District, the vision of which is to provide walkable,
4 high density, mixed-use district with significant new
5 office development and high density multi-family rental
6 residential in-fill oriented around the Clayton
7 MetroLink transit station.

8 The project consists of a significant mix
9 of land uses, including at least 88 dwelling units, 120
10 hotel rooms, 1,000 seat auditorium, 1.4 million square
11 feet of office space and 109,000 square feet of retail.

12 Conformance with the Master Plan vision of
13 creating a mixed-use district could be enhanced by
14 adding ground floor retail and/or commercial space to
15 the ground floor of all parking structures abutting the
16 street and increasing the amount of retail and
17 residential uses in Subdistrict 2, to reach a minimum
18 floor area ratio of a three.

19 The Downtown Master Plan does not
20 recommend any height or floor area ratio limitations
21 for any of the subdistrict sights. Subdistrict 3
22 contains the most intense concentration of land uses,
23 including office, hotel, retail and auditorium and is
24 located immediately adjacent to the Forsyth MetroLink
25 station.

1 From the furthest point, no subdistrict is
2 located more than .4 miles from either the Central or
3 Forsyth MetroLink stations. This proximity will make
4 transit easily accessible to a wide variety of users.

5 Conformance with the Master Plan vision of
6 orienting development towards the Forsyth MetroLink
7 station could be enhanced by reducing the number of
8 parking spaces to 5,300 and by implementing parking
9 demand management strategies that decrease parking
10 demand and increase transit ridership.

11 The project will result in the
12 comprehensive redevelopment of over nine acres of
13 predominantly vacant properties. Each subdistrict will
14 be interrelated in their use, ownership and design.

15 The redevelopment of these properties will
16 be transformative for the Forsyth Village District and
17 may encourage redevelopment of other existing
18 underutilized properties nearby.

19 New sidewalks, crosswalks, street trees,
20 street lights, bicycle racks, green space and plazas
21 will be provided in each subdistrict.

22 This provides a pedestrian-friendly
23 connection to the MetroLink station, other
24 subdistricts, and other sites throughout downtown, as
25 well as a cohesive public realm.

1 Conformance with the Master Plan vision of
2 creating a pedestrian-friendly district could be
3 enhanced by eliminating the vehicular drop off and
4 parking area between the Subdistrict 1 building and
5 Carondelet Plaza, eliminating the elevated and below
6 grade walkway connections between subdistricts and
7 providing publicly accessible pedestrian connections
8 between the Metrolink station and Subdistrict 3 and mid
9 block between Forsyth Boulevard and Carondelet Plaza in
10 Subdistrict 2.

11 The Master Plan does not recommend that
12 parking structures front on principal streets, however,
13 if developed with ground floor retail and/or commercial
14 uses coupled with appropriated building design, staff
15 is of the opinion that the ground floor levels will
16 create a human-scale public realm and cohesiveness
17 throughout the district.

18 In conclusion, staff is of the opinion
19 that the proposal meets the criteria of approval for a
20 Special Development District.

21 The project will result in a development
22 of a significant amount of office space, hotel, civic,
23 commercial and residential uses within close proximity
24 to the Forsyth MetroLink station. The project appears
25 to be generally well designed and will be a significant

1 positive addition to the area and downtown as a whole.
2 Staff is of the opinion that the proposal is consistent
3 with the vision of the Downtown Master Plan and that
4 consistency could be enhanced by implementing staff's
5 recommendations and conditions of approval.

6 Staff's recommendation to this board is to
7 recommend approval of the rezoning and Special
8 Development Plan to the Board of Aldermen with the
9 following conditions:

10 1. Parking structures abutting the street
11 shall have ground floor retail and/or commercial uses
12 along the street frontage.

13 2. The minimum floor area ratio for
14 Subdistrict 2 shall be three.

15 3. The total number of parking spaces
16 shall not exceed 5,300.

17 4. That the applicant commit to
18 implementing parking demand strategies that decrease
19 parking demand and increase transit ridership and
20 provide one or more mechanisms to ensure that such
21 strategies will be implemented, adapted, revised and
22 maintained over time and changes of tenancy.

23 5. Eliminate the vehicular drop off and
24 parking area between the Subdistrict 1 building and
25 Carondelet Plaza.

1 6. Eliminate the elevated and below grade
2 walkway connections between subdistricts.

3 7. Provide publicly accessible pedestrian
4 connections between the MetroLink station and
5 Subdistrict 3, mid block between Forsyth Boulevard and
6 Carondelet Plaza in Subdistrict 2.

7 8. That the following traffic
8 improvements be implemented. The design and phasing of
9 each improvement will be considered in detail at the
10 time of subdistrict plan review.

11 A. Limit the Subdistrict 1 garage access
12 to Forsyth Boulevard to right in/right out only.

13 B. Signalize access to the Subdistrict 2
14 garage on Forsyth Boulevard. Provide a westbound
15 left-turn lane on Forsyth Boulevard to serve the
16 garage. Provide two lanes exiting the garage (one
17 northbound left-turn lane and one shared left/through
18 and right-turn lane.)

19 C. Signalize access for the intersection
20 of Forsyth Boulevard with the Subdistrict 3 service
21 drive which runs parallel to Forest Park Parkway.

22 D. Add a second access to the Subdistrict
23 3 garage (via Carondelet Plaza) to help distribute the
24 heavy exiting left-turn traffic and provide acceptable
25 operating conditions. The driveway should provide, at

1 a minimum, a three-lane cross-section at the
2 intersection with Carondelet Plaza.

3 E. Re stripe and/or widen Forsyth
4 Boulevard to accommodate two eastbound through lanes
5 from the service drive in Subdistrict 3 to east of the
6 Forest Park Parkway off ramp and Bland Avenue.

7 F. Widen the Forest Park Parkway off
8 ramp/Bland Avenue to provide dual northbound left-turn
9 lanes and a separate northbound right-turn lane at
10 Forsyth Boulevard.

11 G. Construct a southbound right-turn lane
12 on Hanley Road at Carondelet Avenue in conjunction with
13 Subdistrict 4.

14 H. Implement signal retiming and
15 optimization program upon completion of development and
16 roadway improvements.

17 I. Reconfigure the design of the
18 Subdistrict 1 parking structure located at 7620 Forsyth
19 Boulevard and South Lyle Avenue. Potential
20 reconfigurations include:

21 1. Relocate South Lyle opposite North
22 Lyle Avenue and signalize the intersection. Provide
23 parking structure access by either the rear alley or
24 from relocated South Lyle Avenue.

25 2. Align the parking structure access

1 opposite North Lyle Avenue and signalize. South Lyle
2 Avenue remains in place.

3 3. Relocate South Lyle Avenue as
4 currently proposed and signalize as a "T" intersection.
5 For the parking structure, provide one right in/right
6 out access point from Forsyth Boulevard and access via
7 the rear alley or from relocated South Lyle Avenue.

8 I will add that the city has contracted a
9 traffic engineer. He is here tonight, to present on
10 the traffic and parking studies.

11 THE CHAIRMAN: Thank you. As a reminder
12 to everyone here, this is a continuation of the public
13 hearing that was actually started two meetings ago,
14 continued to last meeting and continued to tonight's
15 meeting.

16 We thank Louis for the summary review of
17 the staff report and we, of course, are always indebted
18 to our professional staff for the complete
19 comprehensive reading that they put into it.

20 We will go ahead with the public hearing.
21 We will hear the traffic summary report and then we
22 will hear from the applicant on comments, based on the
23 staff report and comments from the board, that were
24 made previously. And then we will have a public input
25 time, at which time we will ask each individual to take

1 no more than three minutes and to avoid repetition. We
2 would ask everyone to respect all of the speakers,
3 whether they be the applicant, other citizens or
4 members of the Planning Commission and ARB.

5 We would like to have as quiet an audience
6 as possible, because this is being transcribed by a
7 court reporter and it would help make an accurate
8 transcription, as long as we can avoid applause or any
9 other outburst.

10 So with that, our next thing, Louis, is
11 the traffic report.

12 MS. BOULTON: Do we have a copy of what is
13 going to be presented right now?

14 MR. CLAYTON: No. I apologize. We do
15 not.

16 MS. BOULTON: Okay.

17 MR. YANAMANAMANDA: Good evening, Mr.
18 Chairman and members of the board. For the record, my
19 name is Srinivas Yanamanamanda, President and CEO of
20 CBB. We are the on call traffic engineers for the City
21 of Clayton.

22 So I am here today to give a brief summary
23 of what we have done, over the past three months or so.
24 Like I said before, we have completed a traffic impact
25 study and a parking study for the City of Clayton under

1 the on call services agreement. I want to say that,
2 before I get going in my presentation, at CBB, we have
3 been doing traffic studies for well over 40 years and
4 we do have a very rigid process in how we deal with
5 development and traffic studies.

6 Small, big, medium scale, large scale, we
7 have the same process because ultimately, you know, our
8 answers really don't change with who we are doing this
9 work for.

10 We are traffic engineers. We are
11 producing this document, so that we lay out everything
12 that we are finding.

13 So having said that, in this case, we went
14 over and beyond to make sure that number one, to make
15 sure that we created a comprehensive story. This is a
16 significant development, so we wanted to make sure
17 that, you know, we provided a very thorough report of
18 our findings.

19 So how did we complete our traffic impact
20 study? We have done it, using a very extensive
21 evaluation. We have used different types of models,
22 both looking at a big picture sampling and also micro
23 section parts.

24 And I want to say that our reports, the
25 ones that are dated August 26 take into consideration

1 everything that we have done. You know, they are based
2 on information that we found utilizing one set of
3 models, that we verified in the second set of models.
4 And also putting into, you know, practice some of the
5 information that we know about traffic patterns in the
6 region.

7 Traffic impact study or parking study is
8 based on looking at multiple sources of data. So in
9 this case, our traffic study is based on looking at the
10 City of Clayton's core that regulates parking and
11 parking supply numbers.

12 And we also look at National Institute for
13 Transportation and Communities and Institute of
14 Transportation Engineers. These are industry apps and
15 sources that we can use for completing parking studies.

16 Louis has gone over some of
17 characteristics of the proposed development.
18 Essentially, we are looking at a development that is in
19 forms of business.

20 In total, as you can see from the numbers
21 here. In total, it includes 1.4 million square feet of
22 office, 55,000 square feet of retail space, 1.3
23 apartments and condo units, 1,000 seat civic auditorium
24 and 650 seat corporate training center. I want to
25 point out here that, you know, this is a really

1 mixed-use facility but from, you know, a traffic
2 engineering perspective, everything is driven by the
3 office space, right?

4 Everything else might have trip generators
5 but as far as what we are looking at, predominant
6 component, a significant component of this development
7 is the office space.

8 Okay. So what are the levels of traffic,
9 the things that we are expecting? Like I said before,
10 because this development is predominantly an office
11 type of development, the traffic is expected to be
12 concentrated during the morning and evening peak
13 periods.

14 So you could have, you know, some traffic
15 during the mid-day, you know, people going around,
16 office employees going around to grab lunch, grab a
17 coffee in the morning but in general, you know, our
18 expectation is that traffic is going to be concentrated
19 during the morning and evening rush hours.

20 So what do I mean by that? It's 7:00 to
21 9:00 a.m. in the morning and 4:00 p.m. to 6:00 p.m. in
22 the evening. So this is predominantly the time period
23 that we expect traffic from this proposed development.

24 When you take that and you boil that down
25 to peak hour, because our evaluation is based on the

1 one rush hour that we travel, right? So based on that,
2 if you are looking at the morning rush hour, which in
3 the City of Clayton is 7:30 a.m. to 8:30 a.m., there
4 are about 2,150 vehicles. So that's the net increase
5 in traffic volumes that are expected from this
6 development.

7 So when we are looking at the evening rush
8 hour, which is 4:30 to 5:30 p.m., so that's when I am
9 pointing out as evening rush hour, 4:30 to 5:30 p.m. in
10 the evening, we are expecting that the traffic volume
11 increase is going to be approximately 2,100 vehicles.

12 So what does it mean? What does it mean
13 that we are expecting an addition of about 2,000
14 vehicles, 2,100 vehicles during the evening rush hour?

15 The big picture, just looking at a simple
16 traffic pattern and how traffic volumes progress, this
17 development would develop a change of the
18 characteristic of the CBD east of Hanley.

19 When you drive along Forsyth today, once
20 you go past Hanley, you don't get the feeling that you
21 are inside the CBD.

22 From the traffic perspective, the increase
23 of traffic east of Hanley, this development is
24 definitely expected to change the nature of our streets
25 here. So when this is completed, it is very reasonable

1 to expect that the sense for this district would go
2 beyond Hanley, all the way up to Forest Park Parkway.

3 One of the things that we looked at when
4 we complete the traffic studies is what is called level
5 of service. Level of service is more or less like a
6 grade.

7 When you are in college, you know, you get
8 a grade, A, B, C, D, E, F. So level of service is
9 graded on a scale from A to F. F definitely means that
10 it is failing. E, you know, it is not failing but you
11 know, it very normal to see some queuing going on in E.

12 D is considered, again, based on industry
13 standards, level of service D is something that is
14 considered acceptable for an urbanized area like this.

15 So in this case, based on everything that
16 we did, it is our opinion and it is our findings that
17 overall, we are able to level to maintain level of D or
18 better with the proposed development.

19 Now that's, you know, I understand the
20 fact that it is a little hard for you, you know, to put
21 a picture on, right? D, how shall we qualify it?

22 So the other way that we look at it is we
23 try to prorate a before and after study, right? And
24 one thing that we all, that most of us can relate to,
25 in looking at traffic and looking at traffic indicators

1 is time, right? We all know how much time it takes
2 when we leave home and get to work. So that's
3 something that we did for this study, is try to get an
4 idea of what is the average increase in travel time?

5 What is the average increase today, based
6 on the proposed development? And we used different
7 methodologies, different tools, different ways of
8 looking at it and ultimately, we are comfortable with
9 the 15 percent number.

10 This is a number that, you know, came up
11 in multiple comparisons. And so essentially, what it
12 is means is that this proposed development is going to
13 result in an average 15 percent increase in travel
14 time.

15 So for example, you know, let's say it
16 takes you 10 minutes to leave, you know, your home on
17 Forsyth and Hanley and get to I-64.

18 So if that is your average travel time, we
19 are expecting that if that is your average travel time
20 before this development, if that is your average travel
21 time today, what we are expecting is that after this
22 development, it's going to be 11 and a half minutes.

23 So that is going to add a minute and a
24 half to your travel time. During certain periods,
25 there will be queuing and spill backs. When I say

1 spill back, that's when I am looking at, you know,
2 traffic from one signal backing up into the other one
3 consistently, right? So that is something that, you
4 know, we always look at.

5 And in this case, you know, yes. There
6 will definitely be spill backs. What is the chance
7 that will happen in the peak hours? We are looking at
8 five percent chance. That is the probability that if
9 you are looking at that hour, that there will be spill
10 backs.

11 As a point of comparison, is it not
12 reasonable or is it unreasonable to see five percent to
13 ten percent increase in an area like this? Definitely
14 not. It is very typical of an urbanized area, to have
15 a five percent to ten percent chance in spill backs.

16 Another question that we would like to
17 answer is would there be gridlock in the Central
18 Business District? And again, this is something that
19 we put quite a bit of time and quite a bit of effort,
20 to be able to come up here and give, give an answer.

21 And you know, I can stand here, saying
22 that with everything that we know, with all of the
23 information that we have today, my opinion of whether
24 or not there will be gridlock is no. It is very
25 unlikely that we are going to see gridlock. In a

1 couple of minutes, I will go into go into details on,
2 on the reasoning behind that, why we think no gridlock
3 in the CBD on a typical weekday is very unlikely.

4 Okay. What are the impacts on the overall
5 regional system? Like I said before, one thing we did
6 was, we wanted to take kind of a big picture look.

7 You know, not just looking at the CBD but
8 also looking at all the ways that people come in and
9 you know, go out of Clayton. So one of the things that
10 -- again, you know, we are expecting a traffic
11 increase, traffic increases.

12 It is reasonable to anticipate that --
13 there are multiple ways of coming in and going out of
14 Clayton. I didn't list them all here but the big ones
15 are you can come into Clayton through 170 and Forest
16 Park Parkway interchange, through 170 and Ladue Road
17 interchange, through Hanley Road, through Brentwood,
18 through Forsyth and you can also enter Clayton from the
19 north.

20 If you are coming in from the east on
21 Forest Park Parkway, you could enter the CBD using
22 Pershing and Jackson. So these are all of the main
23 avenues of coming into and going out of Clayton. So
24 when you look at this from, kind of from a big picture
25 perspective, in the near term, we anticipate that they

1 all would come in and function adequately. Now, when
2 we look at long term, long term is, you know, from
3 planning perspectives, we are looking at a 20 year time
4 period.

5 So in this case, we are looking at 2036 as
6 the year that we are looking at from a planning
7 perspective.

8 From a planning perspective, looking at a
9 long-term scenario, our recommendation is that it not
10 just, you know, from the view of the CBD but just
11 looking at the expected growth patterns, sometime in
12 the next 20 years, we recommend -- our findings show
13 that there will be improvements needed on two
14 interchanges on 170, at 170 and Forest Park Parkway
15 interchange and 170 and Ladue Road interchange.

16 Now, as we all know, improving
17 interchanges is not a small task. So what we are
18 looking at is, we are looking at multiple ways of
19 adding capacity to these interchanges.

20 For example, looking at Forest Park
21 Parkway and 170 interchange. We are looking at some
22 improvements. You have the system interchange with
23 four ramps that, you know, bring traffic into and out
24 of Clayton. So we are looking at improvements to the
25 ramps. At 170 and Ladue interchange, we are looking at

1 capacity enhancements. Mainly increasing capacity for
2 people to get into and out of Clayton. Something that
3 we do and again, this is something that we do on every
4 traffic impact study that we complete.

5 We do what is called a sensitivity
6 analysis or risk management. This serves two purposes.
7 Number one, as we all know, traffic fluctuates by four
8 percent, five percent on any given day, right?

9 So you have traffic today. Let's say it's
10 1,000. Tomorrow, it could be anywhere between 950 and
11 1,050, right? Because, you know, we are not robots.
12 We all, you know, travel. There is definitely
13 fluctuation in travel patterns.

14 So one of the things that we want to do is
15 we want to make sure that we account for that kind of
16 randomness. We account for that kind of fluctuation.

17 So that's one, one reason why we do this
18 sensitivity analysis. The other reason is for our own
19 burden, right? You know, when we are coming up here
20 and we are giving our findings, we want to make sure
21 that we are more than 100 percent sure that we are
22 presenting a reasonable case.

23 So in this case, we have done a very
24 extensive sensitivity analysis. I don't think the time
25 permits me to go over all of the details. I'm going to

1 come back here and talk more. I want to allow others
2 to speak but in general, because this is a
3 predominantly office space or office kind of
4 development, one thing that a lot of, you know, anybody
5 that asks me -- the peak traffic flows, in general, are
6 going to be in the opposite direction of Clayton
7 residents.

8 So what do I mean by that? Let's say you
9 are looking at the morning rush hour. If you live, if
10 you are a Clayton resident and again, I am not saying
11 this is true for 100 percent of the people but in
12 general, if you are a Clayton resident, in the morning
13 rush hour, you are trying to head out, right? You are
14 trying to go, you know, on one of the freeways but the
15 office development, everybody is trying to get in.

16 The same thing with the evening rush hour,
17 the office development residents are trying to go out
18 of the CBD, whereas most of the Clayton residents are
19 trying to get in.

20 So from that perspective, you know, again,
21 this is going back to the concept of gridlock, we are
22 going to be seeing the opposing traffic flows, you
23 know, working with each other, when you take in the
24 gridlock situation. The other way of looking at
25 gridlock, if taking from a very simplistic perspective,

1 I like to look at gridlock as a conflict that
2 encounters supply versus demand. Demand is all of us
3 trying to drive someplace in the transportation system.
4 So when you get gridlock -- you know, you get gridlock
5 when the demand overruns your supply, right?

6 So hypothetically, let's say, you know, we
7 are looking at the study where the demand is
8 significantly higher than the roadways of life. So the
9 morning rush hour, right, take morning rush hour and
10 you know, everyone has to come into Clayton, right?

11 They are coming into Clayton through an
12 external transportation system. You are driving
13 through 64. You are driving through 170. So when we
14 do our sensitivity analysis, we are very comfortable
15 that we see the system will be able to handle all of
16 the traffic that is coming in from an external system,
17 right? That is for the morning rush hour.

18 Let's talk about the evening rush hour.
19 In general, the evening rush hour is more intense, more
20 critical than the morning rush hour.

21 And you know, for those of you that live
22 in Clayton, that work in Clayton, I think that it's an
23 accepted phenomenon that the traffic is heavier in the
24 evening, when you compare it to the traffic in the
25 morning.

1 So evening rush hour, again, I go back and
2 look at where the essential traffic demand is coming
3 out of, right? For the traffic from the proposed
4 development to enter the roadway effort, they have to
5 get on the roadway.

6 They have to get on Forsyth, they have to
7 get on Carondelet, they have to get on Hanley. So if
8 you kind of, if you take a simplistic look at it, all
9 of this traffic is coming out of parking structures,
10 right?

11 All of the extra traffic is coming out of
12 parking structures. How are they coming out of the
13 parking structures? For the most part, they are coming
14 out of parking structures at traffic signals.

15 There are a few cases where they are
16 entering onto on the unsignalized system but
17 predominantly, for the most part, all of the traffic
18 that is coming out of the proposed development, they
19 are coming out of traffic signals.

20 They are coming out of two traffic signals
21 on Forsyth -- three traffic signals on Forsyth. So
22 traffic signals, this is something that we successfully
23 did for this traffic impact study is have our CBB
24 signal optimization interests look at traffic signals.
25 So east of Hanley on Forsyth, with the way that we are

1 programming these, there is going to be some closely
2 spaced signals. For closely spaced signals to work,
3 you have to make those flow well on the major street.

4 So in this case, that's Forsyth, right?
5 For us to make these signals to work, we have to make
6 Forsyth move. So what does it mean from a parking
7 garage standpoint?

8 We would not be able to give the parking
9 garages as much time as is needed, right? Because our
10 emphasis would be to make sure that Forsyth flows.

11 So the parking structure exits would be
12 specifically limited by how much traffic that can come
13 out of the traffic structures, right?

14 It is a traffic signal, you can only go
15 when it is green and instead, all of this traffic is
16 coming out of the parking structures. The rest of, say
17 the traffic coming out of the parking structures, 50
18 percent higher than what we are using, from my
19 perspective is zero to none.

20 Again, knowing traffic signals, knowing
21 how traffic signals work, there is just a very
22 limited -- a duty for us to load any more traffic onto
23 Forsyth and onto Hanley than what is coming out of
24 these parking structures. So sorry for the sort of
25 esoterical explanation there. Apart from my job at

1 CBB, I am also active in school. I teach this class
2 called Urban Transportation Planning. So I had to put
3 on my cap there for a little bit.

4 So anyhow, you know, to answer the
5 question of based on the sensitivity analysis that we
6 did, based on our risk management analysis that we did,
7 you know, if you ask me today, if you would think it
8 would be plausible that there would be gridlock in the
9 CBD, my answer to the question today is no.

10 As Louis indicated, we are looking at
11 multiple levels of analysis here. Today, when
12 reviewing the application, we are looking at the SDD
13 analysis and the question that we are trying to answer
14 today, based on what is on the table today, is can the
15 proposed development be reasonably accommodated by the
16 existing roadway system?

17 So that is the question that we are trying
18 to answer. Based on everything that we have done so
19 far, based on a very extensive evaluation of traffic
20 impact, based on using multiple sets of examination
21 models that we dealt with, the answer is yes, with
22 multiple recommended improvements.

23 I'm not going to go into all of the
24 improvements that Louis opined but again, the question
25 that we are trying to answer today is, you know, can

1 this development accommodate -- can be accommodated by
2 the roadway system and it is yes, with the proposed
3 improvements.

4 Now, I also want to state that, you know,
5 this is not the end of what we are doing there, you
6 know. We have more details to be worked out. You
7 know, there are more levels of evaluation that will
8 come, as part of the site plan development.

9 So during those studies, we will be
10 looking at things like can traffic coming in and out of
11 the parking structures and get out of the driveways at
12 light locations. Do the driveways need to have turn
13 lanes? All of those things we will be looking at.

14 Finally, you know, like I said, in
15 addition to the traffic study, we also do a parking
16 study. The objective of the parking study is to
17 compare the numbers that the applicant is proposing and
18 are these reasonable amounts?

19 So in this case, again, utilizing a couple
20 of different methodologies based on the applicant's
21 land use, our calculated demand for the parking -- the
22 total number of parking spaces is 4,800 to 5,500
23 spaces. So that is our calculated demand. What the
24 applicant is proposing is, you know, approximately
25 6,200 spaces and our recommendation in this case is

1 that the total parking spaces should be 5,300. So that
2 is our recommendation in this case. Thank you and I
3 would be happy to take an opportunity to answer any
4 questions that you have.

5 THE CHAIRMAN: Thank you for that review.
6 Many of these items, of course, are in the staff
7 recommendation, so we appreciate hearing that.
8 Questions from the commission?

9 MS. BOULTON: Yes. I was really hoping
10 that you could talk to us about what happens when the
11 traffic starts gets bad? Are there behavioral changes?
12 What happened -- why didn't we have gridlock when 64
13 was torn down and we didn't have it? And why didn't we
14 have gridlock when Forest Park was worked on?

15 MR. YANAMANAMANDA: Okay. I think I can
16 definitely talk about 64, because I was very heavily
17 involved with the 64 project. Interestingly, the 64,
18 Hanley, Brentwood, 170 interchange got started with one
19 of my partners, Sean and I drawing lines on the back of
20 a napkin.

21 So, you know, every time I drive through
22 that interchange, you know, I kind of think of, you
23 know, how that interchange came about. So going back
24 to that question and you know, I personally, I travel
25 quite a bit and I am very interested in looking at how

1 traffic works in various parts of the country, right?
2 So in general, in very metropolitan cities, like LA or
3 New York, what you have there is a system wide scenario
4 where demand overrides supply, right?

5 So you pretty much have a gridlock at rush
6 hour. You open Google maps and everything is just red.
7 In the St. Louis region, fortunately, we don't have an
8 issue with systemwide supply issues.

9 What we have, in general, are local
10 bottlenecks or local constraints. A good example, I-64
11 east of Hanley Road, right? That's a section where 64
12 has three lanes each direction, whereas everywhere
13 else, it has four lanes each direction.

14 So with all of the good work that has been
15 done by MoDOT, by the county, by several cities during
16 the past few years, we are at a point where
17 fortunately, we don't have a system wide capacity
18 issue.

19 We do have -- we definitely have global
20 constraints, predominantly on the feeder systems. Why
21 we don't see gridlocks? Part of the reason is, going
22 back to the 64 example, what was done was we all
23 prepared for how traffic patterns would be when 64 is
24 closed. So a lot of effort went into signaling
25 traffic signals on exits and doorways. We were able to

1 predict, very accurately, where people would go. If
2 you used 64 on a day-to-day basis, you know, so we were
3 able to, you know, plan ahead and key in some of that,
4 by using efficient signal programming.

5 The other reason is interestingly, we were
6 looking at signals 35, 40 years ago at Ladue and 170
7 interchange. There is ongoing development, there has
8 been new developments but when you look at people and
9 travel patterns, those have been very much the same,
10 right?

11 Recall for the past 15 years, the peak
12 hour travel patterns, they haven't changed a whole lot.
13 So what we have been seeing is -- this is something
14 that a lot of us do on a day in, day out basis is, you
15 know, you try to leave at 8:00.

16 Let's say, you found a new workplace. You
17 try to leave at 8:00. If it's too bogged down or too
18 congested, you try to find a different time. So
19 overall, this -- I think we all have to get to work,
20 right?

21 I don't think any of us have the luxury of
22 not getting to work because traffic is bad. So we do
23 get to work but we have kind of a more or less dynamic
24 system that makes sure that we don't have gridlock on a
25 day to day basis. Now, a reduction in supply or let's

1 say there was a crash on 64 or a crash on Hanley, that
2 close a lane. You definitely see gridlock or a
3 congestion during those times.

4 THE CHAIRMAN: Are there other comments or
5 questions? Okay. We thank you for the report and I am
6 sure that various parts of it will come up as we
7 discuss further this evening.

8 MR. YANAMANAMANDA: Sure. You know, I am
9 here until the close, so I will be happy to come back
10 up here and answer any other questions that you may
11 have.

12 THE CHAIRMAN: Thank you.

13 VOICE: May I ask a question?

14 THE CHAIRMAN: No. We are just going to
15 take public comments at the very end. We would like to
16 move on with the applicant.

17 MR. REICHMUTH: Good evening. My name is
18 Bill Reichmuth. I'm the Vice President of Facilities
19 and Real Estate for the Centene Corporation. Thank you
20 for joining us tonight to continue our discussion about
21 Centene's proposed design and architectural features of
22 our Clayton Campus expansion.

23 We have put together an incredible team
24 consisting of project managers from Cushman Wakefield,
25 construction managers from Clayco and world class

1 designers and architects from HOK. You will hear more
2 about this team later.

3 As you may know, Centene is a diversified
4 multi-national healthcare enterprise with its global
5 headquarters based right here in Clayton, Missouri.
6 Centene is the second largest corporation in the State
7 of Missouri, based on revenues. Last year, we were
8 named the fourth fastest growing corporation in America
9 by Fortune magazine.

10 In just a moment, I am going to introduce
11 Cindy Brinkley, Centene's Executive Vice President of
12 Business Development and International Development.
13 Cindy will speak to and elaborate more on Centene's
14 growth and the reason for this project.

15 As Centene continues to grow worldwide,
16 we're committed to the City of Clayton as our home
17 base. In just a minute, Bob Clark will continue the
18 discussion and describe to you, in a few minutes, the
19 expanded Centene campus, its design and how it will
20 create public open spaces and pedestrian experiences
21 that encourage a healthy environment.

22 The office buildings that we will build
23 will be LEED certified gold buildings. Our proposed
24 plan would potentially bring up to 2,000 jobs to the
25 City of Clayton, 1,000 of which are new jobs to

1 Missouri. We are dedicated to strengthening the
2 community and we look forward to working in partnership
3 with the state and local officials to obtain the
4 necessary governmental approvals, in order to make this
5 project a reality.

6 Centene is committed to a transparent and
7 thorough process and we truly appreciate the comments
8 that we have heard here tonight and in the past couple
9 of months.

10 At this point, I would like to introduce
11 Cindy Brinkley, Centene's Executive Vice President of
12 Business Development. Cindy?

13 MS. BRINKLEY: Good evening, everybody and
14 thank you to the members of the board for having us
15 this evening and letting us speak. As Bill mentioned,
16 I am in charge of the global corporate development for
17 the company.

18 I wanted to take a few minutes and kind of
19 explain a little bit about our growth rate and kind of
20 where we have been and where we think we are going here
21 and I think it's important because, you know, Centene
22 is really quite a success story.

23 It's been very impressive, what the
24 company has done, what Michael Neidorff and the team
25 have been able to do. I've had the privilege of being

1 with the company now for nearly two years and the
2 changes that I've seen and the growth that I've seen in
3 the last couple of years has really been, just
4 unprecedented.

5 You can see here, where -- how many
6 employees we have here in the state, as well as around
7 the country and globally as well as how many states
8 that we're currently in. We're currently in 28 states
9 with about 290 solutions that we operate in that state.

10 What I don't show up here, which I think
11 is important, is that five years ago, we had about five
12 thousand employees and we also were in about eleven
13 states, five years ago, with about eighty different
14 solutions.

15 So that's a big reason why Fortune
16 magazine said that we were the fourth fastest growing
17 company and also why Fortune magazine said that we were
18 one hundred and twenty-fourth on the list last year.
19 That was before we acquired Health Net, which if you
20 look at the revenues after that acquisition, you
21 probably would be seventy-five or somewhere along those
22 lines.

23 So when we think about the future and
24 about building for our needs, we don't look at just
25 necessarily where we are today but what we try to look

1 at is where are we going to be five to ten years from
2 now and try to build out for that, forward.

3 So we take pride in being a good corporate
4 citizen and you know, that is very important to the
5 employees. Not only do we contribute tens of millions
6 of dollars annually to various organizations but our
7 employees also contribute time and energy to their
8 board and to their volunteer activities and these are
9 just a few of the organizations that the company has
10 sponsored and continued to work with.

11 But, however, our commitment to Clayton, I
12 believe, is, specifically Clayton is really
13 unparalleled. You can see here, all of the
14 organizations that we have contributed to, that we
15 continue to want to play a role in supporting.

16 That is very, very important to the
17 company, because when you think about this and wonder
18 why we are here is this is really a partnership and
19 this commitment that we have to the City of Clayton and
20 to be a good corporate citizen, it is very important.

21 So Bill mentioned a little bit about what
22 this development will do but we really want our growth
23 to benefit the citizens of Clayton and we really
24 recognize that there truly is a multiplier effect to
25 bringing in jobs, to having this type of development

1 and this is what we are aiming for. So it's not that
2 we are doing it just for the employees but also for the
3 City of Clayton and you can see here the commitment and
4 the overall multiplier effect of what that is going to
5 be for years to come.

6 So again, we are building not just for our
7 needs for the day, for today but also what we plan to
8 do over the next five to ten years. So with that, I'd
9 like to introduce Bob Clark, who is a member of our
10 development team, who is going to walk you through, in
11 more detail, the specifics of the plan. Thank you very
12 much.

13 MR. CLARK: Good evening. How is
14 everybody? That traffic engineering report woke me up.
15 Thanks, Srinivas. Thanks, Cindy and thanks, Bill for
16 those introductions.

17 Most of you in the audience know why we
18 are here tonight. I would like to, once again, really
19 compliment the team that I am on, because between
20 Centene, HOK and the Cushman Wakefield group, I don't
21 think I have ever been blessed to be on a better team
22 than I am on, on this project right here.

23 It's an amazing group of designers and
24 engineers and real estate consultants that have worked
25 around the clock to answer the commission's questions

1 and we appreciate your attention to this matter. We
2 know how important it is to your city and to our city
3 and we think we have done a really thoughtful job.

4 I also want to say that this team has had
5 great experience in Clayton and I personally have had
6 the pleasure and the great fortune to have done some
7 amazing work in the city, in this community.

8 You all are familiar with Shaw Park Plaza.
9 It was my, really, my first mid-rise development that I
10 ever did, back in 1998. The project came out extremely
11 well. I might add, it was a bit controversial, because
12 we tore down a very pretty building to build that
13 building but I think the end result has been a terrific
14 addition to the Clayton skyline.

15 As well, we did the Plaza in Clayton.
16 That project, too has a little bit of controversy
17 associated with it but again, a gem in the community.
18 A project that will stand the test of time.

19 And then we did Centene's headquarters, of
20 course. Probably only one of the office buildings that
21 broke ground in 2009, in the whole United States and
22 the project had a terrific result, a very highly
23 successful project. Our business formula for building
24 half for Centene and half for speculative tenants
25 turned out to be a terrific strategy, which we would

1 like to repeat again. My experience with Mr. Neidorff
2 goes back 20 years ago. The company was doing about a
3 billion dollars in revenue when we met, when I started
4 doing work with Mr. Neidorff.

5 Not only has he become a terrific friend
6 but he has also been a great mentor to me. There are
7 many times when I asked myself, what would Mr. Neidorff
8 do? I think that says a lot about why I am up here
9 today and why he chose this team for this assignment.

10 I really believe in Mr. Neidorff, his
11 vision and I -- it is just a great honor to be
12 representing him tonight and the company.

13 This project is transformational. This
14 project really does glisten with the Master Plan's
15 vision, even if you go back to the 1950s and read the
16 plan.

17 If you read all of the strategic
18 initiatives, the plan calls for the CBD to be a
19 thriving financial engine for the residential community
20 and the neighborhoods.

21 And we have really taken that to heart.
22 And as we developed our master plan for the project, we
23 really looked at the Master Plan. We said that before
24 but I want to extend, kind of, my comments about how
25 thoroughly and carefully we studied what was happening

1 here. And our project fits into the downtown -- sorry.
2 I did that last time, too. So this is the downtown,
3 this is the CBD and our project is right in the fabric
4 of the CBD.

5 So what we are doing tonight, as Louis
6 Clayton described, is we are requesting the Planning
7 Commission and Architectural Review Board's vote to
8 approve, to approve the Special Development District
9 application.

10 We understand that we have to go through a
11 very extensive process of approvals and that each of
12 our subdistricts will require separate architectural
13 review, separate hearings, separate commentary from the
14 audience and that sort of thing but tonight, we are
15 really focused on getting the Special Development
16 District vote.

17 So we have had a very transparent
18 partnership from the very beginning. We came here
19 originally to the City Hall on June 6th. We presented
20 for over an hour, what our intentions were and what our
21 basic plan was.

22 We had a couple of town hall
23 presentations, that was heavily advertised. Not only
24 did we advertise but we reached out to every
25 neighborhood association. We were on the city's

1 website. We personally invited people to the meeting
2 and we had over an hour and a half public meeting,
3 where we took questions, we answered questions, we got
4 feedback, that we went back to the drawing board, that
5 we addressed in subsequent meetings.

6 We had more than a dozen meetings with the
7 residents of the Crescent. We had multiple meetings
8 with other surrounding neighbors. We went to Old Town,
9 Maryland Avenue.

10 I walked up and down the street with these
11 neighbors. I went into some of their backyards. I
12 answered questions. We have made modifications to our
13 plans, some of which we will still show tonight.

14 We also met with the Ritz-Carlton, both
15 the ownership and the management of the Ritz-Carlton.
16 We are not suggesting that they are supporting our
17 project. We are suggesting that we went the distance
18 to meet with all of these folks.

19 We met the residents of the Plaza. They
20 called a special meeting. I went to the lobby of the
21 building and presented the project there, answered
22 questions as well.

23 I think another really extraordinary
24 thing, that since May 11th, we have had meetings with
25 the entire city staff, with our entire design and

1 development team, every single week, for hours on end.
2 These meetings were meetings where we showed our ideas
3 and thoughts, our engineering and our solutions. We
4 got pushback, feedback, advice, much of which has been
5 taken.

6 Then through our public process, we've had
7 an enormous number of comments from staff, specific
8 required comments and we've had 377 responses to those
9 comments, plus the ones that we will be having tonight.

10 We have met with all of the various
11 utility providers. The project is an extremely
12 complicated utility renovation project, I would say.

13 Most of the utilities in this area and in
14 the infrastructure are near failing or near the life
15 expectancy and this project is, as we will say in a
16 little bit, really replaces much of that, which I think
17 is critical to the community's long-term success.

18 We have had two meetings with the Modern
19 Transit -- Citizens for Modern Transit and MetroLink
20 and then, of course, many of you have attended all of
21 these meetings.

22 We started our public hearing on August
23 1st. We met for over three hours. I'm glad that
24 person is a friend. We had a meeting for three hours.
25 We met on August 15th for three hours and of course, we

1 are having our meeting tonight, yet to be determined
2 how long but as long as it takes.

3 So what we had before, I think it's really
4 important to point out, you know, we have abandoned
5 sites. We have sites that have been undeveloped since
6 1980, when the original developer bought the area in
7 the Carondelet Plaza area. We have a dirt pathway that
8 goes from the MetroLink station to the Ritz-Carlton.
9 Not the very best front door.

10 What we are proposing is brand new
11 infrastructure, as I said before. Pedestrian
12 experience, like you all have asked for. Phenomenal
13 public spaces and a phenomenal 1,000 seat corporate and
14 civic auditorium, which we think the area will
15 tremendously benefit from.

16 So again, we are asking for the Special
17 Development District to be approved and we want to be
18 very clear that we fully intend to have a thorough,
19 detailed review of each of the subdistricts.

20 Subdistrict 1 is here, the purple.
21 Subdistrict 2 is the green. Subdistrict 3 is the blue
22 and Subdistrict 4 is the orange. Our Subdistrict A,
23 that we are currently in, in the current Centene
24 building, is located here at the corner of Forsyth and
25 Hanley Road.

1 So the SDD area of the Centene expansion
2 development would include the area that is in blue. So
3 again, our current facility is here. This is Hanley
4 Road. This is Forsyth and this is Forest Park
5 Expressway.

6 The project is largely along Forsyth but
7 also would include a long-term plan on Carondelet,
8 where we would take down the existing building, once
9 it's past its useful life and a parking garage, which
10 could be past its useful life now but thanks to lots of
11 renovation, it's still serving a purpose but someday,
12 we think that this campus could expand there.

13 So this Special Development District then
14 encompasses these entire areas. So a Special
15 Development District, as we understand it and as Louis
16 explained earlier, you know, is a new development
17 district.

18 It takes the place of the current zoning
19 and TOD in many respects. The tradeoff is the public
20 benefit. We think our project, while I won't enumerate
21 every single one of them, I want to point out a few key
22 public benefits, that we think are really important.

23 The project will add thousands of workers
24 in downtown Clayton. It extends the City of Clayton's
25 business district to the east. It adds ground floor

1 retail and other amenities, extending from Hanley Road
2 all the way to Forest Park Parkway. It includes a
3 1,000 seat auditorium, residential apartment units and
4 the development will integrate significant public open
5 spaces with public art installations, while extending
6 Clayton's signature and streetscape to several city
7 blocks.

8 The project advances the city's desire for
9 mixed-use density connecting to transit, while
10 enhancing the pedestrian experience with dynamic,
11 walkable and friendly streets. The SDD application
12 rezones 23 parcels of land into one cohesive phased
13 development.

14 The proposed development includes
15 expansive and extraordinary landscaping and green space
16 provisions, in support of numerous public plazas
17 located throughout the Centene campus.

18 Each subdistrict's architectural
19 vocabulary is a combination of cohesive modern forms in
20 proportionality and formed by the existing vernacular
21 exhibited by the City of Clayton.

22 Each subdistrict will utilize building
23 materials similar in quality to the existing Centene
24 Plaza. So the Centene Plaza serves as, not as an
25 experiment but a real life example of what we intend,

1 in terms of the architecture and materials. So again,
2 just to illustrate the Special Development District and
3 the subdistricts. I am not going to spend a lot of
4 time on that, because I just went through that.

5 And again, this is not just specifically
6 to get the approval of the designs of the buildings
7 that have been presented in the past, our cursory
8 reviews of the subdistricts but is to, to get an
9 approval for the general Special Development District
10 boundaries, massing.

11 So these aren't intended to be designs.
12 These are intended to be a massing of the project that
13 we are seeking approval on.

14 So we have had multiple meetings in this
15 public hearing session. We have responded back and
16 forth with various documents and that sort of thing but
17 at the last meeting, you had some specific questions as
18 the Planning Commission and it sounded like, to us,
19 there was a little bit of confusion.

20 Much of this will be dealt with in the
21 subdistrict detailed approval process but I wanted to
22 go ahead and answer a few questions that I think are
23 really important and they came out of the commission
24 and many of the people who spoke in the audience. So
25 how does the pedestrian experience work? Landscaping,

1 plazas and the connectors. So I think it is really
2 important to point out that our project has 1.41 acres,
3 61,000 square feet of area, 14 percent of our total
4 area is dedicated to landscaping, art scaping and
5 plazas.

6 So this is not where cars and turning
7 around and driving through the areas. This is
8 excluding the car turnaround and any place where a car
9 can drive.

10 This is where people would walk and this
11 doesn't include any of the existing trees or
12 landscaping or anything like that. This is all new art
13 scape, landscape and trees at Carondelet, at Hanley, at
14 Forsyth. All of the areas that border our property are
15 going to be receiving new landscaping and new
16 infrastructure.

17 So as I said before, you know, we showed
18 these and these may be a little bit difficult, because
19 these are from above and not everybody responds well to
20 these.

21 We did do these kind of high level
22 experiences, to show how the pedestrian experience will
23 go but we see that you need something to relate to.
24 Also, we didn't do a good job of explaining that when
25 you come off of MetroLink, at the MetroLink station

1 here, which during Subdistrict 3 approval process, we
2 are going to be making some recommendations for
3 improving this visibility and the way that this
4 MetroLink station works.

5 A person would walk right along our retail
6 section of the building right here and there would be
7 access through and between the corporate and civic
8 auditorium and our new office building/hotel, where
9 there would be easy access to Carondelet and easy
10 access around to the front of the Ritz, to the
11 roundabout, to the Crescent and to the Plaza in
12 Clayton.

13 So one would not have to walk all the way
14 up to Carondelet and then down Carondelet. You could
15 cross through this area here.

16 So this is more of a visual look and
17 again, we are not here seeking approval for the design
18 elements. This is a visual look, of kind of the
19 streetscape, what we are intending, what kind of
20 quality we are looking at. These are new trees.

21 This is an area looking across the face,
22 which would be the entry to our hotel, our office
23 building in Subdistrict 3 and the performing arts
24 center that would serve as our corporate auditorium and
25 a civic space.

1 So this is an area along Forsyth, which we
2 think we have done a really good job with our design
3 team, at finding a great way to treat the buildings,
4 which we will get into a little bit more detail but
5 these are the ways that these connectors would connect
6 our various plazas throughout the project.

7 MS. BOULTON: Can I just get a -- ask you
8 a clarifying question?

9 MR. CLARK: Sure.

10 MS. BOULTON: When you did your
11 calculations regarding green space, just for instance,
12 the south drop off, you took out the drop off part and
13 this is just what is left?

14 MR. CLARK: Just art scaping and
15 landscaping.

16 MS. BOULTON: Okay.

17 MR. CLARK: So I may have a better visual
18 of that but let's go -- I can go right back here. This
19 is the rendering of that space. So this is just to the
20 right here would be Kaldi's.

21 This is looking to the west, so this is
22 the area now, which would be kind of old Clayton Plaza
23 sign is on concrete. So this is all new streetscape,
24 landscape. Our dropoff area is in here. There is a
25 fountain in here and there is an area right, right

1 around here, which we would see as a plaza. We would
2 have restaurants spilling out and that sort of thing.
3 The other advantage of this Carondelet lower level,
4 which we will get into more detail in the subdistrict
5 design, that this is about seven feet lower than Hanley
6 right here, so this area is actually going to be a
7 really nice, well-protected area from all of the heavy
8 traffic that is on Hanley, that can be a little bit
9 scary out there.

10 So the 5,000 square feet, let me be very
11 clear, does not include the paved area where the cars
12 are turning around in here. It only includes the new
13 paved areas, landscaping and trees in the plaza.

14 MS. BOULTON: Great.

15 MR. CLARK: Does that answer -- okay. So
16 we also heard lots of complaints about the facade in
17 the garage and on Forsyth and the 1,200 feet of parking
18 garages facing Forsyth.

19 We take a huge exception to those comments
20 and I just would like to say here that we have been
21 working really closely with the architecture team, to
22 develop strategies, not just for the street and
23 pedestrian experience but also to facade all of the
24 buildings along this whole entire area, to break them
25 up and not have a big monolithic face but to use

1 various brick solutions, with glass solutions and that
2 sort of thing, to create what is a very much
3 residential look.

4 A great example of this is the Crescent
5 has used these kind of treatments on their building, to
6 hide their parking garage and where we did this on the
7 Plaza in Clayton, the first five stories of the
8 building along Carondelet are actually a parking garage
9 that we treated with brick and glass and one would
10 never know that it is a parking garage.

11 So I think that we are listening to all of
12 the neighbors' comments. We took them seriously and we
13 will obviously be addressing this further in the
14 subdistrict approval process.

15 Again, these connector areas, I think, you
16 know, the streetscape, we are bringing up all of the
17 retail space along Forsyth, in all of our areas.

18 And we intend to create a dialogue, both
19 with the Planning Commission and the community, that
20 further dives into the detail of this as we go through
21 it.

22 We heard questions about height and
23 massing, specifically as it related to this garage and
24 so we have committed, we have taken a layer off of the
25 parking garage, actually more than a layer and we are

1 committed to no height along this facade of more than
2 eighty-nine feet, six inches.

3 So staff recommendations going basically
4 one by one. So we heard loud and clear that we did not
5 have enough retail space facing Forsyth and that we
6 weren't meeting the intent of the Master Plan.

7 We agree with that and we went back and
8 looked at the plan and challenged the team and so you
9 can see in the previous presentation, we presented
10 mostly, in some of the areas, parking fronting Forsyth.

11 So we have gone along and addressed -- all
12 of the red areas then are retail commercial areas,
13 mostly retail. And when you go along Forsyth today,
14 you get off the MetroLink station. You immediately
15 encounter some retail space.

16 You can see that we have made this space
17 much bigger, partly to accommodate University City but
18 also we think it could be a really terrific space and
19 help activate the whole transit experience.

20 So here, you encounter retail space and
21 here, you would encounter beautiful, really, really
22 architectural gem in the civic performing arts center
23 and you cross the street along here and you have to
24 pass by both of these terrific plaza areas that would
25 be heavily landscaped.

1 We also heard that some members of the
2 community would like to see more green area in those
3 plazas and we are absolutely comfortable showing
4 various options before we get approval on the
5 subdistricts.

6 We would then have retail at the base of
7 our residential building and the entire base of all of
8 our parking structure. This is Wellbridge, which we
9 are not claiming as 100 percent retail but they
10 certainly are commercial space.

11 This space is viable retail space for the
12 long haul. We certainly believe that some of their
13 space qualifies for retail. They have a spa. They
14 sell clothing goods. They have a juice bar and their
15 new stores in Denver are terrific and we are excited to
16 have them as an amenity in our project.

17 We have retail space then along Lyle. We
18 have completely converted this area to retail-ready
19 space, facing Forsyth, where the current Wellbridge
20 building is and then we have the same small spaces that
21 would face Forsyth and Carondelet, which we think are
22 going to be jewel like restaurant spaces. So this was
23 our response to that question.

24 On Subdistrict 4, so for those of you who
25 may not readily adapt to where this is, this is

1 Carondelet. This is Hanley. This is where the grassy
2 knoll currently is. This is our existing tower, would
3 be up here and then this is where we would build our
4 long-term strategy to take down the existing building
5 and tear down the existing parking garage and develop
6 our long-term phase.

7 So we also have pushed the envelope on the
8 retail space fronting Carondelet down here, where
9 commercial use may be more viable. Again, the spaces
10 would look like this.

11 The minimum floor area ratio, FAR for
12 Subdistrict 2 shall be three. Our overall response is
13 that the development is 4.3. It exceeds the minimum
14 density requirements and a very high density area is in
15 Subdistrict 3, which is this area here.

16 We would be far exceeding the three FAR
17 rule and be at a five. We would say that Subdistrict 2
18 will never be developed without Subdistrict 1 or
19 Subdistrict 3 and so we believe that the FAR for the
20 overall Special Development District is met.

21 The total number of parking spaces shall
22 not exceed 5,300. This is a little bit interesting,
23 because one of the studies say that we need 5,500, one
24 of the independent studies. I guess our answer to this
25 is that we really believe that the number, now that we

1 have looked at all of the analysis every which way we
2 can, and how many people we are really going to have in
3 the building and how many people are absent or travel
4 and what our real needs are, not an experiment again
5 but a real life example in our current Centene
6 building, where we have 50 percent of the use is for
7 Centene and 50 percent is for others, using this exact
8 requirement, we believe we need 5,800 spots.

9 We think it would be irresponsible to
10 build less parking than we know that we need and we
11 think we could end up in a situation where people can't
12 find a place to park and they are driving around
13 neighborhoods and that sort of thing. We want to avoid
14 that.

15 Eliminate the vehicular drop off in the
16 parking area between Subdistrict 1. We again, very
17 much believe that we need this drop off area at the
18 Carondelet building.

19 We don't want to repeat the same situation
20 that we have right now, which we think could be a
21 safety hazard in this new development, particularly
22 because our drop off is so close to Hanley here and so
23 the problem that you kind of see reoccurring on Forsyth
24 at Hanley, at our current drop off, would be
25 exasperated by the fact that we are so close to Hanley.

1 So we don't want to repeat this situation
2 that we currently have for our existing building. We
3 found it to be a safety issue, so we respectfully think
4 that we need this dropoff area. We also think it's
5 going to be really nice.

6 Eliminating the elevated and below grade
7 walkway connections between the subdistricts. We agree
8 with this. We removed all of the walkway connectors
9 and tunnels that we had connecting all of Subdistricts
10 1, 2 and 3. So we took all of that out and put all of
11 the pedestrians back on Forsyth. So we are hearing you
12 loud and clear.

13 We still need the bridge for Centene
14 employees to be able to get from the headquarter
15 building to the new Hanley tower, safely and securely.

16 Provide publicly accessible pedestrian
17 connections between the MetroLink station and
18 Subdistrict 3 mid block, between Forsyth Boulevard and
19 Carondelet Plaza.

20 We did not do a good job. This has always
21 been in here but we did not do a good job in the
22 previous parts of the public hearing, in addressing
23 this. This has always been our intention and we
24 understand why people were confused. So we did a
25 bigger blowup. So I am going to go through this. This

1 is the MetroLink station at Forest Park and Forsyth.
2 This is Forsyth, which goes up to an arc and then goes
3 directly west, a major thoroughfare in and out of
4 Clayton.

5 This is the Ritz parking garage then, will
6 be right here and then our structure would be here,
7 that would house our office building development and
8 our hotel.

9 We would have some parking underneath that
10 and then we would have a pedestrian walkway between
11 that facility and the civic and corporate auditorium
12 right here, which is 1,000 seat auditorium.

13 So one could easily get off of MetroLink
14 and encounter this retail space that I showed on the
15 earlier example and then have access through an
16 enclosed walkway to the plaza area, in front of the
17 hotel.

18 The eighth issue on the staff report is
19 traffic. I don't know if you really want me to spend
20 45 minutes on this but I will, if you want me to. No.
21 I really won't.

22 But we have taken the traffic very
23 seriously. In addition to your consultant, there are
24 multiple other consultants that have been involved in
25 the traffic study and the traffic study specifically

1 says that we have multiple things that we need to do,
2 to address the traffic concerns, which we share for
3 ourselves. I didn't know until tonight that gridlock
4 was actually a real thing. It's got a real definition.
5 It was what we had when we only had two bathrooms and
6 seven kids in the house.

7 So the development team will commit to
8 implementing staff's traffic recommendations and that
9 of CBB's report. In addition, we stipulate that as new
10 relevant traffic recommendations are identified by the
11 City of Clayton in the CBD, as they directly relate to
12 the Centene development, we'll implement whatever those
13 improvements are, within the confines of our project.

14 THE CHAIRMAN: Okay.

15 MR. CLARK: And that, Mr. Chairman, is my
16 presentation for tonight. That concludes my
17 presentation for tonight.

18 THE CHAIRMAN: That was very
19 comprehensive. It certainly responded to the staff
20 report that we all have had a chance to look at, either
21 on paper or online.

22 So we'd like to go on and I'd also like to
23 indicate that it is getting late already. We're
24 nearing 8:30. We thank everyone for sticking around.
25 We would appreciate any further presentations to be

1 shortened, as possible, just to make your point and we
2 will go ahead. We will take the public part of it now,
3 right after we have one question.

4 MS. BOULTON: Excuse me, Bob. Before you
5 go down -- in your presentation, could you tell us what
6 the floor area, what the minimum floor area ratio for
7 Subdistrict 2 will be? You had asked -- you had said
8 that it would be not be three.

9 MR. CLARK: 2.2.

10 MS. BOULTON: 2.2?

11 MR. CLARK: 2.2. It's just a really large
12 piece of property.

13 MS. BOULTON: I know. I just wanted to
14 know. And then the Hanley tower that has the dropoff
15 area, would that become the main entrance to Centene or
16 would the main entrance still be the original building?

17 MR. CLARK: The main entrance will remain
18 and the main lobby will be in the headquarter building
19 that's at 7700 Forsyth --

20 MS. BOULTON: Okay.

21 MR. CLARK: -- just like it is now, so --

22 MS. BOULTON: So who would be coming to
23 this building?

24 MR. CLARK: You know, various people that
25 would be dropped off for work in the morning and in the

1 afternoon, one could see a restaurant in that terrific
2 space, that would down at that Carondelet/Hanley
3 location and so you can see valet bars dropping and
4 then pulling into the garage.

5 MS. BOULTON: Do you need that? I see
6 that on Forsyth and Hanley, the drop offs --

7 MR. CLARK: We have --

8 MS. BOULTON: -- I noticed that, that
9 there's people sitting up in the turn lane and dropping
10 off.

11 MR. CLARK: Yes. We think having it, for
12 the kind of density that we have, it would be a huge
13 advantage to us.

14 MS. BOULTON: Thank you. Those are all of
15 my questions.

16 THE CHAIRMAN: Louis, I think you have the
17 list; is that correct?

18 MR. CLAYTON: Yes. Before we get to the
19 sign-up list, we have two presentations from
20 representatives of the Crescent.

21 THE CHAIRMAN: And we would strongly
22 recommend that the presentations be kept relatively
23 short.

24 MR. CUSHING: Understood.

25 THE CHAIRMAN: Thank you.

1 MR. CUSHING: Thank you for the time,
2 commission. As I said before, my name is Kevin
3 Cushing. I represent the Crescent owners and I'm here
4 to talk to the Planning Commission and to the members
5 of the public, with respect to this development.

6 I know that there's been a lot of rhetoric
7 after the last meeting, about whether or not the
8 Crescent is opposed to this project, just because they
9 don't want any development there, not in my backyard
10 and they have lawyered up and those kinds of things.

11 That's not what is going on here. What
12 we're here to do is to reaffirm basically what the
13 commission said last time we met and talk about all of
14 the ways that this doesn't comply with the Master Plan
15 and ask the commission to make this plan comply with
16 the Master Plan on paper and on the application, before
17 they vote on it.

18 What I want to start with is, the point of
19 order, as I understand it, none of the changes that Mr.
20 Clark talked about, to the plan, were produced to the
21 Planning Commission before tonight nor were they
22 produced to the public.

23 And for your benefit and I think the
24 public's benefit, just like you talked before with the
25 concept plan, that you didn't have time to take a look

1 at it and study it but it was just a concept meeting
2 earlier today on the Clayton and Hanley project, you
3 wanted time to review it before you get your comments.
4 I think we are all entitled to that tonight as well.

5 With that being said, I do want to also
6 point out and I hope the commission will ask these
7 questions. I won't ask Mr. Clark but two other
8 comments that you made last time, that weren't
9 addressed: Number 1, I think, Ms. Boulton, you asked
10 it. Will you move the building to the north? It's the
11 only neighborly thing to do. I didn't hear a response
12 to that.

13 And I didn't hear a response, Chairman, to
14 your comments on what are you going to do to fix the
15 overburdening of the alley? Neither one of those were
16 dealt with. I think they are very important issues.

17 But with that, I want to go forward and
18 why we are here. Zoning regulations and why the Master
19 Plan is important are governed by state statute.

20 I put it up here and the reason is for you
21 all to come up with a comprehensive plan, which you
22 did, to lessen congestion in the streets. Imagine
23 that. Overcrowding of land. Imagine that. And to
24 facilitate the adequate provision of transportation and
25 to make sure that the area is particularly suitable for

1 the uses proposed. You guys in your Master Plan said
2 that the area along Forsyth is not suited for parking
3 garages. That's all there is. Do you want to know the
4 square footage of the parking garages along Forsyth?

5 It is 1.2 million square feet, just along
6 Forsyth and that's from their application. That's not
7 from anything I did. Granted, some of it is below
8 ground but most of it is above ground.

9 I will submit to you that dressing it up
10 with one floor of retail at the base doesn't make it
11 mixed use. People are going to look up and they are
12 going to see a parking garage.

13 The Special Development District doesn't
14 say throw out all of the requirements of the Master
15 Plan and zoning. I don't have to remind you people
16 sitting on the Planning Commission. Some of you were
17 on the Master Plan Committee.

18 The city spent hundreds of thousands of
19 dollars with a well-known expert to come up with a
20 Master Plan and he dictated and you guys wrote it and
21 you got citizen input on what to build.

22 This is not it. You said it last week or
23 two weeks ago and so did we and I think Mr. Clark just
24 admitted, that the mixed use doesn't comply with the
25 Master Plan.

1 But the purpose of the Special Development
2 District isn't to throw away. It's to facilitate and
3 implement the recommendations of the Master Plan.
4 That's why we're here.

5 We told you before that we wanted you all
6 to implement the Master Plan. You told us that you're
7 going to implement all of the regulations that you
8 have. That's what we're asking. That's transparency.

9 The Master Plan says height of buildings
10 should front on Forsyth. Did they move the building at
11 all? No. Why didn't they move the building? No
12 reason given. Here's the relative heights again.
13 Here's the Master Plan.

14 Forsyth Village was to be marketed as a
15 mixed-use, transit oriented development, that is an
16 ideal place for downtown living. Now, it's just like
17 you are living in your car. It's nothing else but
18 cars.

19 The Forsyth garage is going to have 2,100
20 cars parked in it, according to this latest
21 application. Don't quote that as factual, because
22 those numbers change.

23 You all said it doesn't comply with the
24 Master Plan. I don't have to go through that. I will
25 spend the time -- I will save the time. It's in what I

1 have provided you but you have told them that they're
2 missing the boat and there was no residential on
3 Forsyth. There's still no residential on this 11th
4 hour, Hail Mary pass to get this approved tonight and
5 rush it through, that there's any residential on
6 Forsyth.

7 This is what's on Forsyth, according to
8 the plans that you have and Centene says, don't worry
9 about it. We'll change it later. Well, what are you
10 going to say when they come in front of you and say,
11 well, this is what we submitted and you approved it.
12 We thought you liked it.

13 So here is the plan. That's the garage.
14 You asked them if there was a way to change the garages
15 and lower the garages. No response tonight. Why not?

16 Because they want 5,800 cars to park there
17 and I want the Planning Commission to understand this,
18 relative to the citizens of Clayton. On your website,
19 you say there are 16,000 citizens in Clayton,
20 residents.

21 They are now going to be able to park one
22 car for every three residents in this development.
23 That's not right. And we are talking about
24 transparency in all of the meetings. I don't want to
25 go back and forth on this but I think it's only fair

1 that the public and the commission understand. Centene
2 is not talking to us. When they were talking to us,
3 their answer was, no. We can't do that. No. Mr.
4 Neidorff doesn't want that. So for transparency, it's
5 great when you can meet with somebody 12 times but when
6 all you hear is no, that's not very often.

7 This is the plan that they told you would
8 work, they want. This was the submission. What we
9 have heard is, we got enough parking everywhere else
10 and we'll build the same buildings that we are going to
11 build.

12 Now, we come to you and this is what it
13 looks like, this is our submission. Now, they come to
14 you and say this. We're going to notch out the
15 parking, so it's lower. This is their next position,
16 that they were going to accommodate the Crescent.

17 They are going to notch out the parking,
18 so it's lower. This is what their last submission
19 showed. Can you see the Crescent behind the parking
20 garages? I can't. That's their actual renderings.
21 This is what they say they can do.

22 Now, they say they are going to lower it
23 to eighty-nine feet. I think maybe you would be able
24 to see a top of a window with that. This is an
25 eight-story privacy fence. That's all it is. They

1 built that, that tall, after telling you they were
2 going to notch it out, because we dare to come up here
3 and tell you that this plan is overburdening the area.
4 That's the payback.

5 Do you want to know how big this is?
6 There is only six thousand square feet of retail in the
7 parking garage but those two parking garages combined,
8 along with the parking in the building are 1.2 million
9 feet.

10 This is their rendering, that they
11 provided, that showed you what you are going to be able
12 to see at the Crescent. You can only see it through
13 Lyle Avenue.

14 Can I just tell you what they just agreed
15 to, because of the traffic study? To eliminate Lyle
16 Avenue. Take a look at Mr. Clark's plans. It has
17 solid parking garages now, from Subdistrict 1 to
18 Subdistrict 2, because the traffic study said Lyle
19 Avenue doesn't work.

20 Because all of the traffic going into and
21 going out of those garages, you now have to put the
22 residents of the Crescent through one of those garages
23 to get to Forsyth. That's what the traffic study said
24 and Mr. Clark said, sure. We'll do that. Because now,
25 we can build more parking. That's the plan that you're

1 being asked to approve tonight. I don't think you know
2 that. This is the plan they submitted to you until
3 tonight. Commissioner Wilson, I think everybody heard
4 you loud and clear. You didn't like the aluminum
5 panels.

6 This is what it was going to be for a
7 solid -- two solid blocks, perforated aluminum plate
8 panels. That's the plan that they gave you but they
9 can talk about that later. Just approve the square
10 footage.

11 They were told not to exceed 5,300 by the
12 city, a reasonable accommodation, you would think.
13 They came back and said they want 5,800.

14 Can I show you what happens if you do what
15 the city requests? You eliminate the garage on the
16 Wellbridge property because in their current
17 application, they say in Subdistrict 1, they are going
18 to park 1,500 cars.

19 In their first application, they said they
20 can get 800 cars in the tower, which means that less
21 than 700 cars need to be parked in the Wellbridge
22 garage by what they want for 5,300 spaces and that
23 means that you can eliminate that garage. Do you know
24 what you are going to have, city? Misuse. You can put
25 in some residences where the Wellbridge garage was and

1 you can put in some retail and it's not going to be a
2 front for a parking garage and this is what it will
3 look like and by the way, that little, in the
4 right-hand corner, right next to the tower, that's how
5 much of a footprint the Wellbridge building makes
6 against the Crescent.

7 Can you imagine how big those garages are?
8 We decided to help you imagine that. This is Centene's
9 proposed garage on Subdistrict 2. It is seven stories
10 tall, with eight parking levels.

11 They asked the city in this application
12 for permission to exceed the building height limitation
13 along Forsyth, so they could not only breach the zoning
14 regulations but make it even taller than seven stories
15 or ninety feet. That's what they asked you for in the
16 application. I don't know what you are going to vote
17 to approve tonight but that's what they asked you for.

18 This next garage is called Stadium West
19 garage in downtown St. Louis. It is seven stories
20 tall, four hundred and forty feet long. It parks
21 twenty-three hundred cars.

22 Their garage is seven stories tall, four
23 hundred and thirty-nine feet long. It parks twenty-one
24 hundred cars. Who is going to want to live in front of
25 that and have twenty-one hundred cars driving

1 underneath you, all day, all night? This is what it
2 looks like. It takes up a whole city block and I put a
3 statement in there, so you get a concept of how big
4 this really is. And when we say you're building too
5 big, it's too dense, we mean it.

6 The million four in office space requires
7 all of this parking. If you were to limit the amount
8 of office space, Centene could still have its
9 headquarters. It could still grow.

10 It may not get all that it has asked for
11 but as Commissioner Lichtenfeld said, maybe we could
12 balance this development and their demands with the
13 residents in the City of Clayton. And wouldn't that be
14 a great thing? A win-win.

15 And by the way, Commissioner Boulton, to
16 answer your question, if they needed to go to a three
17 FAR on Subdistrict 2 garage, that means they would have
18 to add one hundred and fifty-two thousand square feet,
19 over three acres of retail or residential, in order to
20 comply with the city staff's requests.

21 That's how far off they were. That's why
22 they don't want to have to comply. What they do have
23 in Subdistrict 1 is a FAR of eleven, more than three
24 times what you allow and they want that to count, like
25 it's a benefit to the area.

1 We're going to build a super big building
2 that we're not allowed to and then we are going to
3 build garages and can you please count the super big
4 building against the FAR, the floor area ratio for the
5 whole area? That's not right.

6 And I'd like to talk about traffic as
7 well. Mr. Clark told us that the traffic study was
8 going to show that adding additional signals, adding
9 the synchronization to the lights were not only going
10 to solve the problem but will make it better than what
11 it is.

12 That's what Mr. Clark told you. I don't
13 know if he had the report or not but I want to show you
14 the report and our traffic consultant is here and he
15 can tell you if I am not telling you accurately.

16 The traffic report says the signals along
17 Hanley Road are already coordinated. Can't do anything
18 to synchronize them. The traffic consultant study says
19 all we need is minor timing modifications to increase
20 -- to address the increase of more than 2,000
21 additional drivers, some of which, a large majority of
22 which will be on Hanley.

23 The traffic study -- I'm quoting the
24 traffic study. This isn't ours. It says, right now,
25 traffic backs up from Wydown and blocks the

1 intersection at Bonhomme. That's happening right now.
2 So here's the solution. Here's Clayton and we looked
3 at every intersection from Maryland down to Highway 40.

4 You are going to see all of the
5 improvements in the traffic signalization, that's going
6 to help alleviate the traffic problems on Hanley Road,
7 after this new development is done. And that's why Mr.
8 Clark is so gung-ho. He's ready to do them all. Ready
9 to go?

10 First one, Hanley and Wydown, no change.
11 That's the one that backs up to Bonhomme. Let's look
12 at Clayton and Hanley, no change there either. Do you
13 know why? It wasn't set up. Hanley and 40, no change.

14 Hanley and Bonhomme, they are going to
15 increase the southbound signal 15 seconds. Hanley and
16 Carondelet, they are increasing the southbound signal
17 by four seconds and we are going to get a right turn
18 lane. So let's be fair. They are doing that.

19 Hanley and Forsyth, no change. Forsyth is
20 all backed up, right? That's what you were told. They
21 are going to give more time to Forsyth and less time to
22 Hanley.

23 Hanley and Maryland, no change. Here's
24 what they said is going to happen. This is normal
25 traffic in an urban area. Traffic in Carondelet Plaza,

1 that sleepy little road that's not part of the business
2 district now, even though we say it is, to make a left
3 turn every night on Hanley Road, you are going to be
4 backed up 360 feet, over a football field.

5 And now, how are you going to get from
6 that alley to Carondelet Plaza? How are you going to
7 get from that plaza in front of Centene's tower, to
8 make a left turn? Don't know.

9 Forsyth is going to be backed up to make a
10 left turn on Hanley, 370 feet and again, these numbers
11 are from the traffic study that your traffic consultant
12 had, that said that this works.

13 It's backed up so much, he says, you can't
14 have access at Hanley -- I'm sorry, at Lyle and have
15 lights at the two garages. So you have to have the
16 alley service the garage, the Subdistrict 1 garage.

17 So when we talked before about the alley
18 being overburdened, now it's got traffic from that
19 garage, traffic from the tower, the deliveries and all
20 of the traffic it has now and not to mention turning
21 into the front of the building.

22 The traffic vying on Highway 170, based on
23 the two interchanges, Forest Park Parkway and Forsyth
24 -- Ladue is going to increase 15 to 20 percent from
25 what it is now. You are going to hear from our traffic

1 consultant, that is going to talk. That is hundreds of
2 trips. No improvements there. So what are the
3 improvements? A westbound turn lane on Forsyth. How
4 are you going to widen the street? Are you going to
5 condemn somebody?

6 What are you going to do for Forest Park
7 Parkway offramp at Bland? That's in University City.
8 How are you going to make University City give up Bland
9 Avenue, so you can widen that road?

10 Is that going to be a condition to any
11 development or maybe just one subdistrict? These are
12 major traffic issues that are going to occur when these
13 buildings start getting occupied.

14 They need to be done now, agreed to now,
15 before we go piecemeal, subdistrict by subdistrict.
16 There's other changes there, all of which require some
17 third party to agree. Not Mr. Clark, Centene but some
18 third party, other than the City of Clayton.

19 Chairman Lichtenfeld, you asked for
20 improvements to the alley. What we were told tonight
21 is we are going to make it worse but don't worry about
22 it.

23 There's no traffic study, by the way,
24 that's going to say what happens on the alley once you
25 connect the garages to it. There's nothing and I don't

1 want it to be -- I know it is the city's consultant. I
2 don't know who paid him and it doesn't matter but what
3 I want to tell you is he had a traffic count on the
4 alley when it intersects with Carondelet, current and
5 he had a traffic count after the development was built
6 and he has less cars on the alley after the development
7 is built, right there at Carondelet Plaza than are
8 there today.

9 It defies logic, how that can possibly be
10 true. But maybe he can explain it when he is here.
11 What I'm saying to you is you don't know what is going
12 to be developed. You don't know how traffic is going
13 to flow.

14 You have too many moving parts to make any
15 decisions. These are the recommendations of the
16 traffic study and you can still see the alley and I
17 want you to understand that this little, skinny 24-foot
18 wide alley, that alley is not even as wide as the
19 ingress and egress that Centene is showing to its
20 parking garages or what it has today.

21 That is what is going to service the
22 Crescent, the delivery trucks, all of the people in the
23 Subdistrict 1 garage as well as half of the parkers in
24 the Subdistrict 1 tower, that are parking underneath
25 it. It's not possible.

1 So here's what you are supposed to be
2 looking at, from a big picture standpoint when you
3 approve a Special Development District and this is
4 right from your city ordinances.

5 Is it in harmony with the general purpose
6 and intent of Chapter 405 of the Municipal Code and
7 compatible with and implements the planning goals and
8 objectives of the city? No. It does not.

9 Are streets or other means of access to
10 the proposed development meet the city's standards that
11 are suitable to carry anticipated traffic? No. They
12 do not.

13 Are the proposed height, arrangement and
14 uses of the proposed development compatible with the
15 surrounding neighborhood? No. They are not.

16 Keep in mind that the neighborhood that is
17 going to be surrounded, it's the Crescent. There is no
18 other neighbor going to be surrounded. It's next to
19 the Ritz. That's affected as well.

20 It's across the street from the towers but
21 the neighborhood, my clients, who were counting on
22 having neighbors, not cars for neighbors, are going to
23 be affected by this development and it does not, does
24 not promote that. So what are we asking for? It's
25 real simple. Make it comply with the Master Plan. I

1 get it. You have got to give them a bigger building
2 than what the Master Plan allows but not a million four
3 square feet and three buildings. No parking garages
4 fronting on Forsyth. Make them put the garages
5 underground. Easy.

6 Build retail mixed-use there. Add retail
7 and residential to the project, eliminate the
8 unnecessary parking and reduce the square footage of
9 the office space.

10 We're not asking you to design it. What
11 we're saying is: You have to come together with a
12 plan. If they are over parked, don't you have to tell
13 them where you want the parking to be removed?

14 If they don't have enough retail and
15 residential, don't you have to tell them where you want
16 it and don't they have to come back to you with a plan
17 and say you asked for it, I'm open to discussion. Can
18 we talk about it? Here it is.

19 As the gentleman before said, he's
20 married. He's used to taking orders. So should
21 Centene be. This is why Centene's plan overburdens the
22 area and what we're saying is, you know, we're quite
23 surprised that with no new plans presented in
24 anticipation of this meeting, Centene is going to
25 spring plans on this commission tonight and ask for a

1 vote. That's not right. Thank you for your time.

2 MR. SHATTO: Mr. Chairman, are you ready
3 for me? My name is Doug Shatto. I'm Vice President of
4 the Lochmueller Group. We were retained by residents
5 of the Crescent, as well as the Plaza Residents'
6 Association, to perform a peer review of the traffic
7 impact study performed by CBB on behalf of the city.

8 I'm going to do my best, to try to keep
9 the presentation brief. We have touched on a number of
10 these points previously but I do think that there's
11 some important information here, that needs to be taken
12 into consideration as your deliberations for the
13 Special Development District.

14 First and foremost, I think the residents
15 are most concerned about what the impacts are to their
16 access. As Mr. Cushing just alluded to, the impacts to
17 their alley.

18 That is their access, so obviously, any
19 impacts to the alley directly affects the residents
20 within the area. That applies to both the Crescent as
21 well as those -- the Plaza.

22 Secondly, they also are concerned about
23 the impacts to access to the routes into and out of
24 downtown Clayton and I will elaborate on that in a
25 moment. But really, what it boils down to, what is

1 before you tonight with the Special Development
2 District, is this development too dense, from a traffic
3 perspective, in order to be accommodated by the road
4 system that we have in Clayton?

5 And do we have sufficient evidence to
6 demonstrate the project impacts can, in fact, be
7 mitigated? I want to say that really, you are going to
8 see a lot of parallels between some of the information
9 that I have in my presentation with that, that Mr.
10 Yanamanamanda produced for CBB, because we met -- I met
11 with city staff and with CBB on Friday.

12 There are many aspects to that study, with
13 which we concur. In fact, I agree with the
14 methodologies as well as the data that they used. So
15 we are not here to pick nits about some of those minor
16 details in there.

17 That said, there are some pretty
18 substantial issues that we are concerned about, that
19 have not been sufficiently addressed. There's also
20 some issues that haven't been analyzed at all, that I
21 think are relevant to the decision before you.

22 First, let me clarify what the purpose of
23 my presentation is. Really, we want to try and
24 consolidate some of the issues that you have heard
25 before you tonight. To the extent possible, we want to

1 be consistent with those that CBB has related to you
2 but we also want to clarify what the impacts are to the
3 residents surrounding Carondelet Plaza.

4 Secondly and this gets into a bigger
5 picture issue, if you will. We wanted to talk about,
6 what is the threshold capacity for downtown Clayton?
7 And by that, I am talking about the ability to serve
8 the bulk of downtown Clayton and the five or six
9 primary routes that it has and how developments of this
10 nature might impact that threshold capacity.

11 I should say that we need to recognize and
12 acknowledge what the legislative process is. I
13 understand that before you tonight is a decision on
14 Special Development District.

15 So in that, it represents the big picture
16 but with the big picture comes approval of up to 1.4
17 million square feet of office space and so it's that
18 density that really drives many of the traffic issues
19 that we're discussing with you tonight.

20 So therefore, we feel that it is important
21 to try and have those traffic issues rectified before
22 you approve the SDD, otherwise, it is akin to closing
23 the barn door after the horse is out. So there's
24 several questions that relate to that, that I think are
25 relevant, that we need to get into tonight.

1 One, does the proposed density have an
2 adverse impact on Carondelet Plaza? Does the density
3 have an adverse impact on downtown Clayton and can it
4 be accommodated? Are the proposed improvements
5 sufficient to mitigate those improvements and in fact,
6 are they feasible?

7 I'll elaborate on each one of these
8 momentarily and then also, might the necessary
9 improvements also possibly alter the development plans?
10 So in fact, they may not be able to build the full
11 complement of what's before you tonight, based upon
12 some of those impacts.

13 I'll briefly go through what we've gone
14 through so far in our peer review process. We did
15 review the scope of the traffic impact studies that CBB
16 has performed for the study.

17 The initial scope is really just focusing
18 on Hanley and Forsyth and that immediate area around
19 the development site itself.

20 That would have been far insufficient, in
21 terms of the impacts associated with a development this
22 size. We made some recommendations to expand the
23 scope. The city agreed, CBB agreed and the scope was
24 expanded, in fact. We reviewed the site plans at
25 various intervals, to identify constraints. I'm not

1 going to get into that tonight because that does, in
2 fact, relate more to Special Development Master Plans.
3 But we also reviewed the impact studies themselves.

4 There are obviously multiple iterations
5 because of modifications to the development plans and
6 we've been through, I guess, three iterations now.

7 And that also included an addendum. The
8 addendum was specifically requested, really, to address
9 what might be happening within the Carondelet Plaza
10 area, as it relates to the auditorium and the
11 performing arts area there and also how that might
12 interact with both residential uses in that area and
13 the retail or restaurant uses in that area.

14 That really hasn't been addressed in any
15 detail at this point in time. Clearly, there will be
16 lower levels of traffic during offpeak periods but I
17 think there are some qualitative issues that still have
18 not been touched upon.

19 Finally, one of the things that we really
20 focused on when we reviewed the scope of work that was
21 being done for this project was to request the traffic
22 simulation model that Srinivas alluded to earlier.

23 And that's important to us because really,
24 that simulation model goes a step beyond what the
25 impact study itself would do. It looks -- the impact

1 study focuses on isolated intersections. Looks at them
2 independently of one another. The simulation model is
3 intended to look at a more dynamic situation and how
4 each of those intersections might interact with one
5 another.

6 It gets into that spill back issue that
7 Srinivas talked about earlier. That, that simulation
8 model in my mind, is very important here because it
9 would either verify or vindicate some of the concerns
10 that we expressed, particularly as it relates to the
11 queuing that would occur within this area, what the
12 impacts would be on the residents within Carondelet
13 Plaza and also the regional access routes, into and out
14 of downtown Clayton.

15 Unfortunately, at this point, we haven't
16 had an opportunity to review the model. There's no
17 results from the model that's been produced. So that's
18 an important omission, I think, that really should
19 weigh heavily on your deliberations tonight, because
20 CBB went to a lot of trouble to build that model, at a
21 lot of expense to the City of Clayton, no less.

22 And it's an important piece of evidence to
23 either support or decline what we're talking about
24 tonight. It really needs to be weighted more heavily
25 and so I think the output from that model really ought

1 to be brought to bear as part of this deliberation
2 process. I know that Srinivas and the fact that he has
3 used it to basically verify the results of the synchro
4 analyses, the capacity analyses that he did for the
5 impact study.

6 And it can, in fact, be used for that but
7 it goes so much -- it is a much more powerful tool and
8 there is much more available information from that,
9 that I really think needs to be shared and displayed,
10 so that we can evaluate that properly and make sure
11 that there are, in fact, not secondary impacts that
12 haven't been accounted for at this point in time.

13 So I just alluded to what the emphases of
14 the various traffic impact studies has been. It
15 primarily focused on capacity analysis of the isolated
16 intersections.

17 So you take Hanley and Forsyth, Hanley and
18 Carondelet, any one of the intersections in that area
19 and look at the capacity of each one of those, how it
20 operates with the existing traffic and forecasted
21 traffic.

22 It comes up with a level of service grade,
23 which Srinivas alluded to earlier. That, in itself, is
24 a very standard portion of the process and it will
25 produce results that are meaningful and yet, they are

1 not meaningful by themselves and you have to look
2 beyond that. Particularly when it relates to a
3 downtown urban grid, like we have in Clayton, where we
4 have 300 to 400 feet between intersections.

5 So we have limitations, in terms of how
6 much queuing we can support between intersections.
7 Those isolated intersections analyses don't really
8 account for that queuing.

9 That's what the model is supposed to do
10 for us, to really reflect what the interactions between
11 those intersections might be. So those closely spaced
12 intersections are a concern.

13 That truly needs to be vetted before you
14 approve this process. I think it's important to
15 acknowledge that, you know, there's many aspects of
16 that traffic study that we're not concerned about.

17 The downtown grid itself, particularly all
18 of the roads to the west of Hanley, there's very few of
19 those intersections that we have concern about. We
20 don't really have a significant impact on them and in
21 fact, that grid system that you have helps to disburse
22 the traffic.

23 But what does happen, that's important to
24 note, is that you have got your primary freeway access
25 routes, serving downtown Clayton, where traffic from

1 this development concentrates and as was alluded to
2 earlier, we're talking about twenty-one hundred to
3 twenty-two hundred vehicles per hour, that would be
4 generated during the peak hours, that's going to be
5 concentrated on those four or five routes.

6 And so it's the queuing along those routes
7 that's the biggest concern that we have, that we think
8 needs to be, really fully mitigated, in order to be
9 able to address that concern.

10 A couple -- this is some minor
11 housekeeping, that I think some aspects of the traffic
12 impact studies need to be validated. We raised this at
13 the previous meeting on August 1st about the trip
14 generation rates that were used for the office space.

15 They assumed, basically, standard office
16 space. That's an appropriate assumption but I think we
17 need to compare that to whatever the anticipated office
18 population density might be and I'll get back to that
19 later on, when I talk about the parking study.

20 The anticipated use of the auditorium.
21 CBB used their analysis or based their analysis on
22 information provided by the applicant, which was to
23 assume that there was no external use of the auditorium
24 during the peak hours. That may, in fact, be true but
25 I think that's an important assumption that really

1 needs to be audited, because if, in fact, there is a
2 use of that auditorium that either loads or unloads
3 during peak hours, that's a significant change in
4 conditions from what that impact study represents right
5 now.

6 And in fact, could have a different result
7 than what you are seeing before you. So I think it's
8 important and I know this was touched upon earlier, as
9 far as some of the legislation that you had before you,
10 that it's important that whatever activity is allowed
11 within that auditorium, probably needs to be restricted
12 in some way by the Special Development District, if and
13 when you ever pass that, because of the fact that you
14 are approving a plan that is predicated on the fact
15 that it is not being used at that time of day. So
16 that's an important distinction.

17 Likewise, there is also the assumption
18 that there will be reductions for alternative modes of
19 travel, particularly transit or MetroLink and then just
20 the sheer fact of us putting high density uses in the
21 vicinity of the MetroLink station should, in fact,
22 promote transit oriented development.

23 That's a good thing but that, in itself,
24 has not, in fact, achieved a level of transit ridership
25 that we would like to see or that was assumed in the

1 study. It's only a 10 percent factor that we are
2 looking at, so it's not huge but you can't achieve that
3 unless there's incentives provided to the employees
4 within that area, to actually use the transit that is
5 available to them.

6 I think that's another important
7 stipulation that if and when you pass the SDD, that
8 that should be a distinction of that.

9 Several important key omissions from the
10 impact studies and this is where I think we really need
11 to -- this is where we differ from what CBB presented
12 to you.

13 First, while they expanded their scope and
14 their study area on several occasions, there's still
15 several intersections that serve downtown Clayton, that
16 we believe are of critical importance, that were not
17 addressed in the studies.

18 And by critical importance, what I'm
19 alluding to is the fact that these are the primary
20 feeder routes to and from the freeways, into and out of
21 downtown Clayton, that residents and employees rely
22 upon and that's where your capacity constraints are
23 greatest and so it's the omission of these
24 intersections, I think, that really needs to be
25 readdressed before you should make your decision,

1 because that could, in fact, change some of the
2 conditions and just by example of that, Hanley at
3 Clayton. I know that you heard about another
4 development proposal at that same intersection earlier
5 tonight.

6 That's an intersection that historically
7 has experienced a lot of congestion and a lot of
8 delays. That's not currently addressed by the study.
9 It stops with Wydown.

10 Obviously, there have to be limits to the
11 study area and CBB has only gone as far as they were
12 told to go at this point in time but Hanley and Clayton
13 is an important intersection that could, in fact,
14 dictate what the downtown Clayton area's threshold is,
15 in terms of how much traffic can out of there.

16 We look for what we -- would otherwise be
17 the weakest link in the chain. That could be an
18 example of that.

19 Another example would be along Maryland
20 Avenue at Gay or Hunter. Those are two intersections
21 that are chronically congested during the peak hours,
22 that also represent weak links in the chain, that
23 aren't specifically evaluated as part of this analysis
24 right now. One other major omission and there's been
25 some discussion about this is Forest Park Parkway.

1 Now, that's a different type of system. You're
2 basically dealing with an expressway. You don't have
3 traffic signals. You don't have stop signs. You
4 basically have ramps on and off of the expressway
5 through there.

6 But you do have weaving areas and merge
7 and diverge areas and those functions basically form
8 the capacity constraints along that expressway. That
9 needs to be evaluated.

10 And you will see in a moment. We're
11 talking about adding 600 to 700 cars per hour to Forest
12 Park Parkway and yet, there's been no analysis of
13 Forest Park, as part of the impact study.

14 That's a major omission that needs to be
15 addressed, before you approve of a 1.4 million square
16 feet of office space because that could, in fact, limit
17 the amount of traffic that you can get into and out of
18 downtown Clayton.

19 And I already talked about the daytime
20 activities of the auditorium. I won't repeat that. I
21 should say when I talk about Forest Park, again, we
22 don't have any results from the traffic simulation
23 models and that's of the utmost importance in my mind,
24 in terms of being able to specifically address some of
25 these concerns that we are raising and I think that

1 that information needs to be documented, needs to be
2 presented and needs to be part of this deliberation
3 process.

4 When I talk about thresholds within the
5 downtown area, something -- a project of this scale and
6 magnitude dictates a larger study area and in fact, the
7 traffic studies have been expanded in terms of study
8 areas, a couple of times throughout this process.

9 But by threshold, there's a limit to how
10 much traffic you can get into and out of downtown
11 Clayton in a given morning rush hour and evening rush
12 hour.

13 And Ms. Boulton asked earlier, about how
14 people's patterns changed. In fact, as Srinivas
15 alluded to, people's patterns do change, because you
16 are at saturation at intersections along there right
17 now, along Maryland Avenue, along Hanley Avenue and
18 along Forest Park. Those are the three routes that I'm
19 most concerned about.

20 If you are near saturation in some of
21 those locations, what will people do? They can't get
22 more traffic through there, so then we have what is
23 called peak hour spreading. And by that, we might go
24 from a one hour period, where Maryland Avenue is backed
25 up from I-170 through Forsyth. Instead, we might go

1 from one hour to an hour and a half and I'm just
2 throwing out hypothetical time periods because we
3 haven't studied that yet but I think that that's
4 something that really needs to be quantified, again,
5 for your benefit, before you make a decision on the
6 project here.

7 Again, whether or not Forest Park can
8 accept the level of traffic that is projected and
9 associated with this development. Almost a third of
10 the site-generated traffic from this campus would use
11 Forest Park, to and from I-170 and as I said earlier,
12 that's 600 to 700 vehicles per hour.

13 And as you already see there today, they
14 will have backup spaces from 170 through the Brentwood
15 overpass and maybe sometimes, even through the ramps at
16 Central Avenue or Bonhomme.

17 And obviously, adding 600 to 700, that's
18 almost a lane's worth of traffic that will be
19 exasperating that condition. We talked a little bit
20 about 170 and I'll make an allowance here.

21 We rarely, if ever, have an expectation
22 that a development project or a developer should be
23 responsible for fixing the interstate system. That
24 usually goes to a scale that exceeds what would be the
25 responsibility of any one developer. That's a regional

1 impact, a regional problem that has to be resolved but
2 it is important for the city to understand and
3 recognize what kind of regional impacts might be
4 associated with a project of this size.

5 It's already been noted that the
6 interchanges along 170, specifically at Forest Park
7 Parkway and also at Ladue Road are already congested
8 and we are going to add a significant amount of traffic
9 to each of those.

10 I can tell you right now, MoDOT has no
11 plans, no funding, no intentions of making improvements
12 to those interchanges at this point in time. That is
13 going to be a long, arduous process to get funding
14 committed to those interchanges and to make that
15 happen.

16 And even then, there's significant
17 constraints in place, because of the right-of-way
18 limitations that they have, to be able to modify those
19 interchanges. So that's a pretty significant hurdle to
20 clear at this point in time.

21 This graphic and pardon the crudeness of
22 it, because we produced this, effectively over the
23 weekend but this basically shows the site-generated
24 impacts from the Centene Campus on the primary access
25 routes into and out of downtown Clayton. So this

1 relates to the regional issue or the threshold, the
2 downtown threshold that I alluded to. Again, I said
3 earlier, the ones that I am primarily worried about are
4 Forest Park, Maryland and Hanley.

5 And if you look at the increases on that,
6 we are showing 16 percent increase on Forest Park but
7 that's 600 to 700 vehicles an hour. We are showing a
8 22 percent increase on Maryland Avenue. That's 400 to
9 500 vehicles an hour.

10 That's a lot of traffic on top of it,
11 sections of road that are already congested and then we
12 have a 13 percent increase on Hanley.

13 Those are the orders of magnitude,
14 increases that we are likely to see, that would go
15 beyond what is currently reflected or what is currently
16 addressed by the impact study. So it's a question that
17 we need to broaden the perspective here again.

18 Let's narrow down our perspective a little
19 bit and get away from the regional issue and look more
20 specifically to the area specifically around Carondelet
21 Plaza and downtown Clayton.

22 Again, we are looking at pretty sizeable
23 increases and of course, as was alluded to earlier,
24 your traffic is generated effectively by your parking
25 garages and so in the vicinity of the parking garage,

1 you are going to see higher increases of traffic within
2 that immediate area. You look at the level of increase
3 on Forsyth, 800 to 900 vehicles an hour. It's changing
4 the character of Forsyth it is today.

5 Now, Forsyth east of Hanley is currently
6 fairly lightly traveled many times of the day, so we
7 have got the benefit of being able to absorb a lot of
8 traffic there.

9 But we are looking at a 93 percent
10 increase, so a complete change in conditions along that
11 section and I will come back to why I am concerned
12 about that later.

13 Along Carondelet, which is also a fairly
14 sleepy road today, we are going to increase that by
15 about two-thirds, adding anywhere from 240 and if you
16 go all the way to the far east end, we are adding up to
17 500 cars an hour in the afternoon.

18 Again, it's a change of character. It
19 takes Carondelet to a level of traffic that you might
20 see along Forsyth in the middle of the CBD. So it's
21 changing the character of that road.

22 That's a subjective condition but I think
23 it's one that should be considered, nonetheless. With
24 those types of increases that we're talking about, we
25 would expect to see cumulative increases in delayed

1 congestion and it goes beyond, again, proportionately,
2 if you look at Hanley Road, we're talking about 15
3 percent. Does that mean that the delay increases by 15
4 percent? Not necessarily.

5 I'm concerned about some of the queuing
6 and the spill backs that we're likely going to see here
7 and this is consistent with what Srinivas was
8 presenting as well, that could, in fact, still back
9 through adjacent intersections.

10 If it spills through an adjacent
11 intersection, then you have cycle failures. And by
12 that, it means, people can't get out of the side
13 street. They basically have filled the space between
14 each successful signal and that effectively does
15 represent gridlock, under those conditions.

16 Now, I'll make an acknowledgment that
17 Srinivas was alluding to. That the queues, we looked
18 at queues in a number of different measures. One is
19 what is the average queue?

20 How long are people going to stack during
21 a typical cycle of the signal? And then there is a 95
22 percentile queue. That is meant to represent what is
23 the maximum amount people are likely going to queue?
24 That is how you basically determine the length of the
25 turn bay, if you are going to provide for one and we

1 will need to look at both of those in the context of
2 what we have available to us, between those
3 intersections.

4 Before I do that, let me talk about some
5 of the conditions along Forsyth and the immediate
6 impacts and this is going a little bit afield from what
7 your deliberations tonight are about, because this
8 talks about what Mr. Cushing alluded to.

9 The changes to access along Forsyth for
10 the residents of the Crescent and the use of South Lyle
11 and the alley that is along there.

12 Everybody, I think, is in concurrence that
13 parking garages on Forsyth, if in fact are built to the
14 density that are proposed, will need signals to be able
15 to serve the traffic coming out of them.

16 And in fact, those signals won't even be
17 sufficient, because as Srinivas alluded to, you are
18 going to have a self-metering effect by their own
19 calculations, the signal that would be located at North
20 Lyle, which would serve what we are calling the
21 Wellbridge garage, would have queues of traffic exiting
22 that garage, 200 to 300 feet during the afternoon.

23 That means that they are going to be
24 wrapping up through the ramp system within the garage,
25 trying to get out of there. If, in fact, they are

1 sharing access with the residents of the Crescent, that
2 means the residents are going to have to force their
3 way into that queue, so there's a clear impact for the
4 residents, over what their conditions are today.

5 Conversely, if the residents would have
6 the benefit of using South Lyle and not have to share
7 access with the new garages, as was proposed on August
8 1st, South Lyle would be located just 70 feet east of
9 the signal at North Lyle.

10 That means that they would be blocked by
11 the queues at the signal, so they would never be able
12 to make left turns into or out of that driveway or that
13 side street.

14 So clearly, there's issues there, that are
15 going to have to be addressed as it gets into the
16 Development District's master plans but what is
17 important to us right now, is this relates to the
18 magnitude, the density with which we are dealing it,
19 that if you are allowing for that level of development,
20 that level of parking, that that, in fact, does in
21 fact, constrain the residents within that area and I
22 think that needs to be taken into consideration.

23 I will briefly go through these queuing --
24 and you are not going to be able to make out the
25 dimensions of this. Again, we didn't have an

1 opportunity to edit some of our own graphics but you
2 can see by -- the blue lines represent the amount of
3 stacking that you have available between each of the
4 intersections and we are initially focusing on Forsyth.

5 You have got 310 feet for the first couple
6 of blocks down, 275 between Lee and Jackson and then
7 you have got a little bit more space until you get down
8 into the MetroLink signal.

9 What we are currently -- what we are
10 seeing is that that approach to Hanley Road, on
11 Forsyth, ninety-fifth percentile, so this might only
12 occur five to ten percent of the time, would stack up
13 and go through the intersection with North Lyle.

14 If it does that, then basically, you are
15 preventing people from being able to pull out of the
16 garage. That is one of the key reasons that we asked
17 for the simulation model.

18 Because we really need to be able to see:
19 Can that, in fact, operate satisfactorily or, in fact,
20 are we going to have a situation there, that is going
21 to cause backups in all -- if you back up through an
22 adjacent intersection, that will take two to three
23 cycles or more for that to clear, so that adds about
24 ten to fifteen minutes of congestion. One other thing
25 that I wanted to make sure that we -- this is a

1 question for your process as much as anything. The
2 Special Development District assumed certain
3 improvements would be made. In fact, the traffic
4 impact study assumed that certain improvements would be
5 made, that they recommended.

6 Take, for example, on Forsyth, the
7 recommendation to provide left-turn lanes at the access
8 points for the garage. So that would be a left-turn
9 lane at North Lyle and also one at Lee and I concur
10 with that recommendation.

11 We absolutely need to have a turn lane, if
12 we are going to have those access points there,
13 particularly if they are signalized. There is some
14 question as to whether or not those, those, that
15 widening is feasible, because we've only got about 46
16 feet of pavement on Forsyth today.

17 So we will, in fact, have to physically
18 widen the road and if you do that, it changes the
19 footprint of the development that he had in here.

20 That's what the orange triangles are meant
21 to show, is that by widening the road we are, in fact,
22 having an adverse impact on the development. So it
23 becomes a bit of a circular argument.

24 We're also removing some of the on-street
25 parking that's along there, so I think just for

1 recognition purposes, we need to know how the
2 conditions change.

3 I have bigger concerns down here at the
4 far east end. This is the intersection of Forsyth and
5 Bland, which is also the exit from eastbound Forest
6 Park.

7 The recommendation was to extend a second
8 through lane, through the intersection with the ramp,
9 continuing east on Forsyth for an unspecified distance.

10 Now, it doesn't have to go all the way
11 down to Skinker or Big Bend, obviously but clearly
12 carrying the level of traffic through that
13 intersection, several hundred feet, probably, is going
14 to be appropriate, before we would merge those two
15 lanes back into one.

16 In order to get that second lane through
17 there, we are going to have an adverse impact on some
18 on-street parking that serves residents to the east
19 and/or onto some of the commercial driveways that are
20 in that immediate area there.

21 So that's one concern that in our mind,
22 potentially threatens the viability of that
23 improvement. Of a bigger concern is the widening to
24 the Forest Park offering and I concur with the
25 recommendation. We have to have more capacity to get

1 people off of Forest Park. The problem is that we only
2 have 130 feet between Forsyth and the intersection of
3 Bland and the ramp itself. It's called a gore point.

4 So we have 130 feet there today. We are
5 showing that we have a need for 200 and -- 255 feet is
6 the average queue that we would have in the morning and
7 a worst-case scenario of 325 feet. That's for the left
8 turns off of Forest Park onto Forsyth, in the morning,
9 with two lanes of traffic.

10 That means that we are going to back
11 people up, basically, onto the main line of Forest
12 Park. That's a concern that has not been addressed
13 yet.

14 It's great that we can say we want to
15 widen and provide the two left-turn lanes off of there
16 but the question is: Can it be done? There's a
17 significant question in my mind, about whether or not
18 that's feasible.

19 If we look closer at Carondelet Plaza and
20 also along Hanley, in the near vicinity there, we have
21 a change in the conditions there.

22 I already kind of talked on this, so I
23 won't belabor the point but we are adding a significant
24 amount of traffic. We are increasing it by two-thirds
25 along Carondelet Plaza, the east end and nearly 100

1 percent of the -- excuse me, two-thirds at the west end
2 and almost 100 percent at the east end.

3 It can be handled, if you look at the
4 intersections along there, in isolation. But what you
5 don't see is with the queuing that is expected to occur
6 along Carondelet and Mr. Cushing alluded to this
7 already, the worst-case scenario that we saw, we seem
8 to be projecting queues of 360 feet on Carondelet
9 Plaza.

10 That would go almost back to the traffic
11 circle. The average queue would be 180 feet. There's
12 only 120 feet between Hanley and the alley that serves
13 the Crescent and the plaza at Carondelet today. So
14 that, those alleys would be blocked.

15 Those residents would be obstructed
16 throughout that entire peak period. They would be
17 forced to either make right turns only or to seek
18 alternative access routes.

19 So there's an impact there, that really
20 has not been addressed in any way, shape or form. Also
21 in that same graphic, you will see some of the stacking
22 that's projected along Hanley and this kind of -- it
23 goes full circle, in terms of looking at the issues
24 along Hanley and whether or not they've been mitigated
25 and addressed in any way.

1 What we show in -- green bars represent
2 the average, the 95th percentile queuing today. The
3 red bars show what they are expected to become and so
4 southbound Hanley at Carondelet goes from a maximum
5 queue of 200, 205 feet in the existing condition.

6 With the Centene development in place, it
7 goes to 480 feet. That means that southbound Hanley
8 would queue through Forsyth. If it does that, you are
9 going to obstruct that intersection.

10 Then you are going to start creating
11 gridlock on both Hanley and on Forsyth, admittedly for
12 a small portion of the peak hour, because that is the
13 95th percentile queue. The average queue was 260 feet.

14 That's still going to obstruct people
15 trying to turn off of Forsyth. My point being, without
16 belaboring the numbers here is that there's significant
17 concerns about some of the operating conditions there,
18 that aren't fully reflected by the results of the
19 capacity analysis.

20 Hence, again, why we requested the
21 simulation model. I think the simulation model really
22 needs to be fully vetted and shared and documented, so
23 that we can determine whether or not these conditions
24 are significant enough to prevent the traffic from the
25 Centene project being mitigated.

1 We kind of touched on this already, so
2 I'll go past that. One last point on the parking
3 analysis and this has already been touched on a couple
4 of times. CBB recommended 5,300 spaces. Originally,
5 there was 6,200 spaces proposed, so it looked as though
6 there would be 900 spaces eliminated.

7 I know Mr. Clark presented that they were
8 going to reduce that down to 5,800. The point that I
9 want to make is that we need to make sure that there is
10 consistency in terms of, if there's rationale for
11 wanting to provide more than the 5,300 spaces or is it
12 because we have a higher employment population within
13 these buildings?

14 If we have a higher employment population
15 within these buildings, then arguably, we should be
16 using more intensive traffic generation rates for the
17 impact study.

18 Instead, we used basic, classic office
19 space. So there's inconsistencies there, that need to
20 be solved for, whether -- either you use the traffic
21 generation rates you have and allow for lower parking.

22 If you want to have higher parking, then
23 that means that you are going to have more traffic that
24 you have to account for. In closing, like I said, we
25 have concurrence on an awful lot of issues but the

1 documentation that we have at this point doesn't fully
2 address all of the relevant that have been raised.

3 That there is sufficient evidence to
4 suggest that there's going to be adverse impacts to the
5 residents along Carondelet Plaza and to the downtown
6 Clayton area, that have not been mitigated in any way,
7 shape or form as yet.

8 There's real impacts that need to be taken
9 into consideration as part of deliberations. I'll be
10 available to answer any questions that you might have.

11 THE CHAIRMAN: Thank you.

12 MR. CLAYTON: We have 30 people that
13 signed up to participate tonight, so I'll start going
14 through the list. The first speaker is Kelly Pollack
15 and the second one is Colleen Starkloff.

16 As they make their way up, I was asked to
17 read into the record a letter from the Clayton Chamber
18 of Commerce. I will do that briefly.

19 "The Clayton Chamber of Commerce supports
20 efforts that promote and improve the overall business
21 environment in our community. We know that business
22 development and growth in our community will stimulate
23 a vibrant local economy that will enhance the overall
24 quality of life in Clayton. Centene has proposed a
25 Clayton Campus expansion that expects to bring 2,000

1 high-quality jobs to Clayton, with an average salary of
2 \$73,000. One thousand of these jobs will be new to the
3 state of Missouri.

4 Centene's project and its commitment to
5 the economic development of Clayton and the St. Louis
6 region plays an important role in our city's future.

7 Centene has demonstrated this commitment
8 by its previous investment in Clayton as well as in
9 other communities in St. Louis.

10 The additional employees this project will
11 bring will add customers to our retailers and patrons
12 to our restaurants. We support growth such as this in
13 our community and believe that this project will foster
14 growth and vitality in Clayton and strengthen our
15 community needs.

16 We are pleased to support Centene's
17 expansion and look forward to an enhanced business
18 environment in Clayton.

19 MS. POLLACK: Good evening. My name is
20 Kelly Pollack. Thank you for allowing me to speak to
21 you tonight.

22 While I am a Clayton resident and have two
23 students in the Clayton School District, I come to you
24 tonight as a community leader and Executive Director of
25 COCA, a community art center located just down the road

1 in University City. Each year, COCA serves 50,000
2 people from over 200 zip codes in our region, including
3 many from right here in Clayton. We were founded 30
4 years ago on the principle that art changes lives and
5 it builds community.

6 For 15 of those years, Centene has been a
7 pivotal partner in helping us do just that. Our vision
8 at COCA is to help St. Louis become a more vibrant
9 region that is creative, connected and inclusive.

10 To do that, it requires a healthy and
11 balanced ecosystem. It takes exceptional arts and
12 cultural offerings, along with stellar schools, a
13 safety net of comprehensive support services and a
14 strong and robust business sector, to fuel and grow
15 this vision.

16 So like so many other not-for-profit
17 organizations, we rely on the generosity of
18 corporations, foundations and individuals to deliver
19 our mission.

20 Much of the money that we have raised goes
21 to provide scholarships, support services and programs
22 to students in schools in need.

23 Our work has proven to be game changing
24 for the thousands of young people that we serve. While
25 nonprofit fundraising is never an easy task, over the

1 past several years, corporate philanthropy in St. Louis
2 has been an evolving and challenging landscape.

3 We have seen many of our corporate
4 supporters dramatically decrease or even completely
5 stop their community investments. However, Centene has
6 been a consistent bright spot during these uncertain
7 times.

8 As they have grown as a company, they have
9 generously invested into the social infrastructure of
10 our region. Not only have they been an investor, they
11 have been an exemplar.

12 They've listened to the needs of this
13 community and responded decisively. Centene's leaders
14 have set a bar, which we can only hope other business
15 leaders will follow.

16 So as you give consideration to Centene's
17 project, please know that the ripple effect for this
18 region is profound.

19 Centene's growth and development supports
20 the growth and development of countless organizations,
21 including COCA, that are serving some of the most
22 fragile segments of our community. Thank you.

23 MR. CLAYTON: Next is Brian Roy and Mark
24 Keeley.

25 MS. STARKLOFF: Good evening and thank you

1 very much for this opportunity to address this council
2 and the citizens of Clayton. My name is Colleen
3 Starkloff and I am a St. Louis resident and a founder
4 and CEO of Starkloff Disability Institute.

5 I would like to express how proud I am
6 that we have the second largest corporation in America
7 -- in Missouri, based right here in Clayton and how
8 fortunate we are to have such a strong corporate and
9 community leader, willing to make a major, nearly one
10 billion dollar investment in Clayton and in the St.
11 Louis region.

12 I support this project because it will
13 create thousands of high-paying jobs, provide tens of
14 millions of dollars in tax revenue for the City of
15 Clayton and the Clayton School District, build a world
16 class civic center and auditorium and create a new
17 pedestrian friendly district, with green space that we
18 can enjoy for years to come.

19 Since they first opened their headquarters
20 in Clayton, Centene has been an incredible charitable
21 partner, contributing to countless local causes and
22 events, including the sponsorship of almost every major
23 local community event in this area.

24 Additionally, Centene is one of, if not
25 the largest donor in the St. Louis area of charitable

1 organizations and cultural institutions, supporting
2 them with tens of millions of dollars, regularly. I
3 have seen this firsthand.

4 Centene has been a leader, leading partner
5 and supporter of my organization, the Starkloff
6 Disability Institute. Centene support has helped us to
7 work towards a mission of creating a world that
8 welcomes people with disabilities.

9 Also, anything that Centene builds will be
10 fully accessible to people with disabilities, as
11 employees and visitors to this new space. This is very
12 important to the community that I represent, people
13 with disabilities, as well as to the Clayton community
14 at large.

15 More than just providing financial support
16 for our work, Centene has developed an impressive track
17 record of disability hiring and ensuring that all of
18 their work spaces are accessible to all.

19 Centene is a company with a big heart. I
20 know Mr. Neidorff and know him to be a man who truly
21 cares about people. He constantly talks about not just
22 what is good business practice but he also expressly
23 states that he wants this company to do the right
24 thing. I also work with senior executives at this
25 company. They also reflect this do the right thing

1 attitude. I support this project because Centene has
2 become an indispensable leader in our community and I
3 am excited to see Centene make a lasting, permanent
4 investment in Clayton, that will continue to benefit
5 our community for decades to come. Thank you very
6 much.

7 MR. ROY: My name is Brian Roy and I am
8 the interim Executive Director of Variety Children's
9 Charity of St. Louis.

10 For the past four years ending this
11 December, Variety holds winter camp for kids with
12 special needs, right here in Clayton at The Center of
13 Clayton facility across the street, on Maryland Avenue.

14 Clayton residents with special needs, like
15 Alicia and Louise have not only attended our winter
16 camp but also participated in our Variety children's
17 theater program, performing on stage and learning
18 production stagecraft from the top directors and actors
19 here in St. Louis.

20 A significant reason we can do these
21 things, as well as provide vital medical equipment
22 therapy, all completely free of charge to the families,
23 is due to the great support we get from Clayton,
24 through Centene Corporation. Through the Centene
25 Charitable Foundation, an endowment was established for

1 Variety's adventure camp, to ensure the charitable --
2 the area's children with physical and developmental
3 disabilities will always have the opportunity to
4 socialize, explore and create, in camp settings with
5 adaptive activities, like rock climbing, ice skating
6 and swimming.

7 For the past five years, Centene has also
8 been one of the top sponsors of Variety children's
9 theater, giving hundreds of kids with special needs the
10 experience of participating in classical live musical
11 shows, while also changing the entire community's
12 expectations of what is possible for these amazing
13 children.

14 Thanks to Centene's Chairman Michael
15 Neidorff and Centene board members, our April Dinner
16 with the Stars Gala, an event that has brought Lionel
17 Richie, Carlos Santana, Harry Connick, Jr. and many
18 other talented entertainers to this town.

19 It's fully underwritten by Centene, so
20 that ever dollar we raise at that gala goes directly
21 helping Variety kids.

22 It's no exaggeration to say that in the
23 pantheon of Variety's corporate partners, Centene is
24 there at the very top. And it only makes sense. After
25 all, Centene supports organizations that deal with

1 youth and health-related issues every day and so do we.
2 It's also no exaggeration to say that without the
3 support of Centene, Variety wouldn't be where it is
4 today and neither would be -- neither would the almost
5 10,000 children that we serve.

6 I thank you for the opportunity to give a
7 voice to just some of the wonderful work, in which
8 Centene enriches Clayton and entire St. Louis
9 community. Thank you.

10 MR. CLAYTON: Michael McMillian, Karlos
11 Ramirez, David Grebel, please stand up.

12 THE CHAIRMAN: As we go forward, we would
13 appreciate abbreviated statements.

14 MR. KEELEY: One page. My name is Mark
15 Keeley. I am the President and CEO of the St. Louis
16 Arc, which is a nonprofit organization that provides
17 services and support to over 40,000 individuals with
18 intellectual and developmental disabilities and their
19 families in the metro St. Louis area, including several
20 hundred that live here and work here, in Clayton.

21 We commend Centene for its commitment to
22 enriching the quality of life for all St. Louis
23 citizens, especially those whose lives are impacted by
24 disability. Centene has been a strong partner in the
25 support of the St. Louis Arc since the early 2000s.

1 They have consistently sponsored our events, provided
2 leadership to our campaigns, volunteered for our
3 programs and helped develop the need for a diverse
4 workforce.

5 Two initiatives, in particular, speak to
6 Centene's commitment to people with intellectual and
7 developmental disabilities in the region.

8 The first, in 2009, the Arc had a vision
9 for creating a place for families to meet and to
10 provide support for them. Centene got behind our
11 vision and provided a lead gift and leadership for a
12 successful five million dollar campaign.

13 In 2010, we opened the doors to the St.
14 Louis Arc Centene Family Center, which in the first
15 year was able to increase our services to five hundred
16 additional families. The center is just three miles
17 from here.

18 The second initiative was in 2012, when
19 Centene helped facilitate a merger of the Belle Center
20 with the St. Louis Arc.

21 Centene emphasized the importance of
22 collaboration with the nonprofit sector and wanted to
23 support the great impact that the Belle Center's early
24 childhood programs would have, under the Arc umbrella.
25 While some others view these mergers as an opportunity

1 to essentially cut their support in half, Centene,
2 instead, more than doubled their annual support and
3 established an endowment for our children's services.

4 The endowment is an investment in early
5 intervention services, that will create better
6 developmental results for children while also saving
7 public dollars in the long run.

8 In an area where -- in an era when St.
9 Louis has suffered the loss of many corporate
10 headquarters to other cities, we feel very lucky to see
11 the emergence of a forward thinking company like
12 Centene, who has a real commitment to creating a more
13 vibrant and caring community for all St. Louisans. We
14 support their efforts. Thank you.

15 MR. MCMILLAN: Good morning. Thanks to --
16 an entire day. Forgive me. Mr. Chairman and members
17 of the board, I will forego my comments that were
18 written and just have some brief remarks.

19 My name is Michael McMillan. I'm
20 President of the Urban League and I rise in support of
21 this proposal as well.

22 I have seen firsthand, how the work that
23 Centene does throughout this region has a significant
24 impact, especially in terms of what has happened in our
25 region, in Ferguson.

1 Their new 30 million dollar facility is
2 providing over 250 full-time jobs with excellent
3 benefits has been an anchor in that community, where
4 the Urban League is working, to try to bring about
5 change.

6 If it were not for Centene, we would not
7 be able to build our new center in Ferguson as well.
8 They are the largest corporate donor to our Centene
9 Center that we have there and also, another facility
10 that we are going to do in north St. Louis.

11 So I continue to be impressed by the
12 vision and leadership and commitment of this
13 corporation and as a native St. Louisan that has always
14 lived my life here, we have seen many different
15 setbacks, where different corporations have moved out
16 of town, companies have cut back their charitable and
17 civic involvement, but Centene has stepped up to the
18 plate and made the difference and continues to lead the
19 way and I ask for your consideration in support of this
20 proposal. Thank you.

21 MR. RAMIREZ: My name is Karlos Ramirez.
22 I'm President and CEO of the Hispanic Chamber of
23 Commerce. I just wanted to say that I completely
24 support Centene's initiative. I think they have been
25 great corporate citizens.

1 They have supported us, which we are the
2 fastest growing community in the region and in the
3 state, the metropolitan area.

4 They have done a lot to help us, not only
5 by providing board members but also by helping us with
6 a lead gift, for us to buy permanent office space, so
7 that the community knows where we are.

8 It has also helped us with our annual
9 gala, as it is an opportunity to recognize those that
10 have made great contributions to the Hispanic business
11 community and to the St. Louis business community.

12 They have also helped us with our job
13 fair, which is obviously something that they care
14 about, creating 1,000 new jobs with this initiative.

15 Lastly, it's also really, just doing a lot
16 for the community, in general, as you see all of the --
17 hear all of the different support and so I definitely
18 support Centene's initiative. Thank you.

19 MR. CLAYTON: Sheila Sweeney, Pat White,
20 Joe Reagan, if you could please stand up.

21 MR. GREBEL: Excuse me. Hi. My name is
22 David Grebel. I don't have like a -- I don't run any
23 organizations. I'm not -- I have never been given any
24 money by Centene. I'm just a Clayton resident. I live
25 over in Davis Place. I have a son that is a

1 kindergartner at Meramec and a daughter that is at the
2 Family Center. I guess I must support this project,
3 because I have been here for like three hours,
4 listening to all of this stuff.

5 I don't normally really care about many
6 projects, things like that but when I got something in
7 the mail or when I heard about the project, I was like,
8 this sounds great.

9 You know, big development, because I moved
10 here about four years ago and the reason I moved here
11 was because of the schools and because of cool stuff
12 like this.

13 You know, now, hearing a lot of the stuff
14 that they were talking about, about the drawbacks and
15 all of that, it sounds like the biggest stuff is
16 traffic and garages, which I think that cars go in
17 traffic and garages, which bring people to the city and
18 those people spend their money in the city, they work
19 in the city and they generate the tax revenue.

20 Which, you know, I am not going to take
21 Centene's word for it but it says here 2.8 million for
22 the schools and 1.3 million, annually, for new property
23 and sales tax. So, I mean, I don't know. That sounds
24 pretty good to me, because again, I don't have anything
25 to do with them, other than my kids go the schools and

1 I like it that the schools get money, so they make the
2 schools better, they pay the teachers, they build
3 stuff, whatever.

4 I think, you know, just from a totally
5 neutral standard, I'm with parents at the soccer
6 fields, Clayton parents from the school.

7 I think they would think that I'm nuts but
8 I probably would come up here and do this anyway. They
9 said, well, I don't get why people wouldn't like it.

10 I certainly respect what the people at the
11 Crescent are saying. I get that too, because I work
12 out at Wellbridge and I can over there and I can see
13 that it is going to pretty tough to build anything in
14 that spot, that won't block but it's also on Forsyth.

15 Finally, I think more than anything, I
16 wanted to -- my friend made me go to something about
17 the Rams, like last week and it had all the guys
18 talking about the Rams stuff, just badmouthing the
19 Rams, which is great.

20 But however you feel about the Rams, one
21 thing that they said kind of stuck out to me and that I
22 knew that I was going to show up and doing this thing.
23 They said when there was arbitration, downtown,
24 whatever their organization is only wanted to put up
25 like 100 million for the stadium and the team wanted

1 700 million and then that, obviously, went south and
2 Kroenke or whatever got very bent out of shape over
3 that sort of thing and apparently the city said, what
4 are they going to do, leave us? Where are they going
5 to go?

6 And I think, you know, I don't know what
7 Centene would do or not do but if Centene wasn't there
8 to develop this, the best I can tell, it's just going
9 to be some big, vacant lot that currently isn't -- I
10 don't get much use out of it now, other than my gym,
11 which I guess would be gone but I guess I can live with
12 it. I don't know.

13 I will temporarily be inconvenienced
14 but -- I certainly respect what the Crescent people are
15 saying but when I see it from the city as a whole,
16 everybody, I haven't heard anybody that lives elsewhere
17 say anything but what do I know? So I am in favor of
18 it. Thank you.

19 THE CHAIRMAN: As we continue, please
20 abbreviate your comments but also, let's attempt to
21 make them focus on the Special Development District.
22 Thank you.

23 MS. SWEENEY: Good evening, Mr. Chairman,
24 members of the commission. I'm Sheila Sweeney. I'm
25 the CEO of the St. Louis Economic Development

1 Partnership, which is a partnership between the city
2 and the county, focused on job growth and developing
3 investment in St. Louis.

4 Some of my colleagues are here with me
5 tonight and we are just here to express our strong
6 support for the development of Centene.

7 I won't repeat, as you asked, all of the
8 figures that I might have, if I had spoke earlier but I
9 just wanted to say what an exemplary corporation
10 Centene has been.

11 What they have done thus far in the
12 community is exactly what the Economic Development
13 Partnership strives to bring to St. Louis every day.

14 When Mr. McMillan spoke about Ferguson,
15 that certainly was a stellar step up in the community
16 that they have provided for us.

17 And you know, it is companies like that --
18 we have 1,000 Fortune 500, 1,000 companies in St. Louis
19 but it's the -- it's companies like Centene that really
20 do step up and be a part of the community as a whole,
21 as you have heard speakers before me.

22 So it's the job growth, the investment
23 that we're happy about. It's the corporate partner
24 that they have become and will continue to be, I'm sure
25 and so I'm just here to say the Economic Development

1 Partnership stands ready to assist Centene in any way
2 that we can and we certainly support every development
3 that they have proposed tonight. Thank you.

4 MR. WHITE: Thank you, Mr. Chairman. I
5 will be very brief. My name is Pat White. I'm the
6 head of the St. Louis Labor Council, AFL-CIO and
7 really, for us, it's really about the jobs.

8 You know, we are talking about not only
9 1,000 extra high paying jobs, that average \$73,000 a
10 year, plus benefits, which I currently don't represent.

11 I do represent the four hundred and
12 seventy highly skilled, construction jobs that will be
13 there for three years and these men and women of our
14 community are the backbone of what basically is built
15 around here.

16 And I represent the close to 70,000 of
17 those families, from firemen, to policemen to plumbers,
18 to the teachers who teach in these schools and any kind
19 of job like this, it's great for the area.

20 It's great for, definitely Clayton and I
21 want to thank Centene for their dedication to the
22 working families of Clayton, Missouri and the St. Louis
23 area. So thank you.

24 MR. CLAYTON: Joe Reagan, Bob Bonney,
25 Marcela Hawn, Sid Sridhar.

1 MR. REAGAN: I'm Joe Reagan. I'm the
2 President and CEO of the St. Louis Regional Chamber and
3 this is the time. This is why I am here. It's about
4 the jobs, jobs and jobs. I mean, this is why we are
5 here.

6 The quality of jobs that are at stake in
7 this decision, the decision that we have, Special
8 District are the jobs that are the envy of any
9 community within the United States.

10 In particular, the 1,000 jobs that are
11 planned here, that aren't necessarily slated for our
12 community but could be anywhere.

13 Today, more than ever, business decision
14 makers can decide wherever in the world they want to
15 put jobs like these and communities from all over the
16 world compete strongly, as we do, for jobs like these
17 and yet these jobs are right here, in our backyard,
18 with a corporation that has lived up to all of its
19 commitments, over and over again.

20 The jobs, the construction jobs, the 800
21 construction jobs, 1,000 new jobs to this, to our
22 state. Those 1,000 jobs will support another 3,000
23 jobs and you are looking at an annual impact for the
24 region of about a billion dollars annually. In a very
25 competitive world, in a competitive economy, that's why

1 we are here tonight, to ask you to go forward, to vote
2 yes for this Special District. Thank you for your time
3 tonight. It's true, listening, you have many, many
4 things to consider and I just ask you to consider those
5 high-quality jobs and the future of our region. Thank
6 you.

7 MS. HAWN: Good evening. My name is
8 Marcela Hawn. I work for Centene. I am a Clayton
9 resident. I have been a Clayton resident for over ten
10 years.

11 My children have gone to Clayton schools
12 since kindergarten and they are now high schoolers,
13 right here in this facility. I live at 8130
14 Westmoreland Avenue.

15 As a Clayton resident and a Clayton
16 parent, I am thrilled about this development. This
17 project is a 717 million dollar investment in the
18 future of Clayton.

19 It has a world class architectural design
20 team that will be building a world class project by a
21 world class construction company.

22 It will be environmentally friendly,
23 pedestrian friendly, bring thousands of professional
24 high paying jobs to this community. The high end
25 retail and luxury residential living will no doubt also

1 take our community to the next level. It will boast a
2 state of the art civic center. The new and improved
3 Wellbridge facility is also something that I am
4 delighted about, as I have been a Wellbridge member for
5 several years.

6 With this development, Clayton residents
7 will have a world class, vibrant space right here in
8 our community. This makes Clayton more attractive and
9 more competitive with other cities nationwide.

10 In addition, this development, if
11 approved, will attract other successful businesses to
12 our region. It will attract young professionals and
13 will generate significant additional revenue for
14 Clayton.

15 Additional revenue is good for Clayton and
16 its residents. As a Clayton parent, I am thrilled
17 about what this means to the school district.

18 These additional resources mean that
19 Clayton schools can continue to hire great teachers.
20 They can continue to improve classrooms and bring
21 additional top education resources for our children.

22 The civic center in particular, will be a
23 great venue for our schools, to hold special concerts
24 and activities. This project is a significant
25 investment in the long-term future of our city.

1 We will be building, over the next few
2 years, a world class development that we can all enjoy
3 but more importantly, that future generations can
4 enjoy. I cannot emphasize that enough.

5 It's not about traffic inconvenience in
6 the short term and all of this. It's about what we are
7 planning for the future. It could position Clayton to
8 be even more attractive and more competitive
9 nationwide.

10 It will create great employment
11 opportunities for our Clayton children. I would love
12 our children to be able to find high-quality jobs right
13 here at home when they graduate from college and
14 graduate school. Thank you.

15 MR. CLAYTON: Lori Bajo, Jinlian Yang,
16 Danya Stock.

17 MR. SRIDHAR: Good evening. My name is
18 Sid Sridhar. I live at 7520 Byron Place in the
19 Moorlands. I am a recent resident of Clayton, as I
20 moved here a couple of years after I graduated from the
21 University of Missouri to work for Centene.

22 Several aspects of Clayton attracted me to
23 both live and work here as a young professional.
24 Although I like to walk through the neighborhoods in
25 the downtown area, I feel safe at all times. I am

1 proud to take business associates, friends and family
2 to many great local restaurants in the area and show
3 them Centene Campus and it's amazing landscape.

4 The City of Clayton is also centrally
5 located in St. Louis and it makes it great to go to
6 other areas for food, Central West End, Soulard and
7 downtown.

8 Overall, I am very happy with my decision
9 to move to Clayton but I do wish downtown Clayton was
10 more vibrant and had more curb appeal. That being
11 said, I am here today to offer my support of this
12 project.

13 One of the benefits of my job is to be
14 able to travel. I have been to a handful of new cities
15 but two cities that stand out to me today are Oakview,
16 Washington and Catalina. Both of these cities are
17 suburbs in major metropolitan cities, with prominent
18 businesses.

19 These suburbs remind me a lot of Clayton
20 and even though they are currently much larger than
21 Clayton, it was not too long ago that they were there,
22 trying to transform them into what they are today.

23 If these cities can make it work, why
24 can't Clayton? Another reason is that they are
25 providing reasons and job opportunities for working

1 professionals to move there. One of these reasons
2 being that each of these cities are experiencing
3 positive job growth. Clayton is not. Through this
4 proposed expansion, Centene will develop 2,000 high
5 quality jobs with an average salary of \$73,000, 470
6 construction jobs and numerous retail and restaurant
7 jobs.

8 This development will stimulate other
9 developments in the region and will be monumentally
10 transforming to Clayton.

11 Municipalities all across St. Louis are
12 jumping at opportunities to gain employers and
13 entrepreneurs by providing focus and resources
14 necessary for them to relocate current options to St.
15 Louis, start new companies or expand existing local
16 operations.

17 Employers in return are building larger
18 presences in St. Louis County, so their employees can
19 be closer to home. As a result, traffic has increased
20 across all of St. Louis municipalities in recent years.

21 Furthermore, a development like this will
22 provide millions of additional revenue for the city,
23 its fire and police departments and all of the schools.
24 Centene has demonstrated making St. Louis and its
25 surrounding areas a better community, most recently

1 through its new claims facility in Ferguson. Centene
2 also has a great partner in Clayco that has shown its
3 commitment to the city through its recent developments.

4 City officials and its residents today
5 have the opportunity to side with the development along
6 with other state and local officials who already
7 endorse this development in its quest to create a new
8 live, work, play community desired by its future
9 residents of Clayton.

10 The next time that you walk on Forsyth
11 Boulevard, passing family, friends and neighbors at
12 Pastaria, Tani, Cantina, imagine the same image but now
13 from Forsyth all the way to its intersection with
14 Carondelet.

15 Centene's development would provide
16 pedestrian friendly walkways, green spaces and art
17 exhibits and a civic auditorium, all of which will
18 develop the unused land on Forsyth and will help
19 Clayton become the first class city that it can be.

20 The Crescent, the lawyer representing the
21 Crescent actually said the best thing. We need to
22 think about the bigger picture here. We need to think
23 about what Clayton could be. So in closing, many have
24 referred to this development as a once in a lifetime
25 project and by supporting the Special District, we will

1 be doing our part in transforming Clayton for the next
2 50 years. Thank you.

3 MS. BAJO: Good evening. I am going to
4 keep mine short. My name is Lori Bajo and I moved here
5 about eight years ago for an opportunity to work for
6 Centene.

7 It's genuinely an honor to work for
8 Centene, with Centene and therefore, I do support this
9 project as it represents growth and value.

10 The current Centene space is amazing. I
11 can only imagine what the new space will look like. I
12 can't wait. Thank you so much and have a wonderful
13 week.

14 MS. YANG: Good evening, ladies and
15 gentlemen and Chairman. I know at this moment, everyone
16 is still awake and still here and I think you must be
17 really passionate about this project.

18 My name is Jinlian. I work for Centene
19 but I actually speak to you as a resident of Clayton.
20 I live in the Moorlands neighborhood. I own a house
21 over there.

22 So I want to make mine really short. I'm
23 here to support the project for just a few reasons. As
24 a resident, we all want opportunity, where you will go
25 up. How that will happen? I mean, think about the

1 opportunities, jobs, Centene is creating for us and for
2 the business, bring to us. New parents attract to this
3 area. I mean, think about those. That's how healthy,
4 revenue will go up.

5 You know, if we just look at it as our
6 backyard, you know and the traffic, I do understand.
7 Traffic is going to increase, that is given but I have
8 recently visited cities, like Detroit.

9 I was there, you know, just recently, I
10 happened to be in a hotel, a cluster hotel at 5:00 and
11 there's really no traffic. It's abandoned area.

12 I like living in a strong, vibrant city,
13 like a growing city like Clayton instead of a place
14 with no traffic, abandoned city. And then just in
15 conclusion, my kids attend Clayton school.

16 I mean, how do we -- I mean, why I move to
17 Clayton, everybody knows the price, the house here is
18 pretty crazy, right? So the reason that I move over
19 there, because we have wonderful school and the reason
20 that we can keep our schools our great, because of the
21 local tax, you know, supporting our schools.

22 So all of those things and I was just
23 thinking about, we just have to look at a big picture
24 instead of just look at our backyard and stuff like
25 that. So thanks.

1 MR. CLAYTON: Leonard Adreon, Hugh Scott
2 and Bruce Miller.

3 MS. STOCK: Good evening and thank you for
4 the opportunity to speak. My name is Danya Stock. I'm
5 Vice President of Regions and Special Initiatives for
6 United Way of Greater St. Louis.

7 For over 20 years, Centene has been an
8 outstanding partner to the United Way of Greater St.
9 Louis and as you have heard tonight, other charities in
10 and around St. Louis.

11 Last year, Centene and its employees
12 donated more than 1.3 million dollars to United Way of
13 Greater St. Louis, helping one in three people in our
14 region.

15 Sometimes we think as United Way as being
16 in one place but actually, over four thousand Clayton
17 residents benefited from programs and services funded
18 by United Way last year.

19 We're pleased that Keith Williamson,
20 Senior Vice President and General Counsel at Centene is
21 leading our African American Leadership Initiative this
22 year.

23 And in that role, he has set a goal of
24 raising an additional 3.25 million for the community.
25 We very much appreciate our partnership with Centene.

1 We believe that their growth and expansion, we believe
2 that their growth and expansion will attract talent to
3 our region. It will create a more thriving Clayton
4 business district and will benefit the region as a
5 whole. Thank you.

6 MR. ADREON: Hi everyone. You are still
7 here and awake? My name is Leonard Adreon. I'm the
8 President of the condominium association of the Plaza
9 in Clayton, at 150 Carondelet Plaza.

10 I want you to know I am not going to make
11 the remarks that I had planned, which was a very
12 comprehensive analysis of the design of this project.

13 I would like to say a couple of things but
14 first a little background. I was the first Chairman of
15 the Clayton Economic Advisory Commission.

16 I was a real estate developer in Clayton,
17 working with the Siteman organization. I was the
18 Executive Vice President for 36 years and we built some
19 nice office building plus the Park Tower.

20 So we were pioneer developers in the
21 Clayton business district. I was also given the
22 Cornerstone Award by the Clayton Chamber of Commerce
23 for meritorious service to the City of Clayton, so I am
24 very involved with Clayton and I love the City of
25 Clayton. I was upset when I listened to previous

1 presentations here, because I heard a presentation that
2 to me, impugned the integrity of the Planning
3 Commission and the integrity and the competency of the
4 staff of the City of Clayton.

5 I worked with Planning Commissions. I
6 worked with staff. I worked with mayors and my
7 experience has been that the Clayton community has been
8 managed very competently for many, many years.

9 And that really has created a Central
10 Business District that we can all be proud of and that
11 powerful Central Business District is very valuable to
12 the residents that surround the district, because you
13 want to have residents surrounding a viable and very
14 well operated and very well implemented Central
15 Business District.

16 So just a couple of comments and I'm not
17 going to comment on the traffic and I'm not going to
18 comment on the pedestrian walkways. I have confidence
19 in the competence of this Planning Commission and the
20 Board of Aldermen and those who make decisions on
21 behalf of all of the residents of Clayton.

22 I think that we all have reasons to
23 believe that they will give this a great deal of study
24 and they will make decisions that are in the overall
25 best interests of our community.

1 I thank you for allowing these humans
2 your time. Thank you.

3 MR. SCOTT: My name is Hugh Scott. I live
4 at 150 Carondelet Plaza in the Plaza at Clayton
5 building. I am not part of the Michael Neidorff, Bob
6 Clark roast tonight, although I do support this
7 project.

8 I have lived in Clayton for almost 60
9 years. Most of that time within a block or two of the
10 proposed development. My family moved to 7635
11 Westmoreland in 1951 and my father served on the
12 Clayton Charter Commission in the late 1950s.

13 Later in the '60s, dad represented Clayton
14 on the St. Louis County Council. From 1979 to 1991, I
15 was fortunate to serve four terms as a Clayton alderman
16 and two terms as mayor.

17 I care deeply about the future of Clayton
18 and I believe that Clayton has prospered over the past
19 60 years due to good planning and thoughtful
20 development.

21 My personal feeling is that this project
22 is great for Clayton. We are lucky to have a well
23 financed owner, a distinguished architect and a
24 contractor who is very experienced in Clayton and well
25 regarded nationwide.

1 With the Centene plan to develop nine
2 acres that they have required, this will likely
3 represent the completion of the development of the
4 Central Business District in Clayton.

5 This project is exactly what Clayton has
6 been hoping to get for the past 30 years. Most of the
7 land assembled here was put together long ago, in the
8 hope that a developer of the caliber of Centene would
9 eventually come along.

10 It has taken a long time but that day has
11 now arrived. As a neighbor, I have some concerns.
12 There remain unanswered questions about the impact of
13 this development on traffic, parking, walkability and
14 green space.

15 Likewise, there remains questions about
16 the proper mix of uses in a mixed-use residential,
17 office and retail development.

18 Based on his past track record, I am
19 confident the city will obtain a result which is
20 satisfactory to all. Clayton always has been sensitive
21 to the needs, wants and desires of the residential
22 community.

23 Developers are told up front that this is
24 the highest priority. I have no doubt that the ARB and
25 the Board of Aldermen will put the residents first when

1 considering this project. As one who has watched the
2 development of Clayton over a lifetime, I know that the
3 city will get this project right, as they always have
4 in the past. In the end, I believe that this will be a
5 project, about which all of us in Clayton will be
6 proud.

7 MR. CLAYTON: Ron Fromm, Neil Sholson,
8 Jeff Gershman.

9 MR. MILLER: My name is Bruce Miller and I
10 am a resident at 150 Carondelet Plaza. A couple of
11 comments. One, everybody is for this project as long
12 as it is balanced and when you look at the details, it
13 is the Centene Campus. Excuse me, Centene Corporate
14 Campus, which, in fact, it is, being dropped into an
15 already developed, mixed-use area.

16 So it raises the question, both in the
17 Master Plan and voiced here tonight is, what is mixed
18 use? What are the ratios that define mixed use? I
19 think as a resident, we should all know what that is,
20 because it is important to us.

21 It has to deal with liveability,
22 walkability, green space and other things that people
23 have mentioned tonight. So while the Centene folks
24 have spent an enormous amount of time and they are
25 going to be regarded for it, because it helps us all

1 but an enormous amount of time addressing the corporate
2 issues, we look to you all in the Planning group, to
3 make sure that you are looking at a balanced view,
4 representing all of the residents, particularly the
5 residents who live right there every day.

6 And I would point out, for the traffic
7 study, it was a wonderful macro look. It looked at
8 Brentwood Boulevard. It looked at traffic patterns
9 anywhere but where people live.

10 It didn't address Jackson. It didn't
11 address East Brentwood. Of course, that's in
12 University City and it didn't really address Carondelet
13 Plaza.

14 In the few minutes that I am going to talk
15 to you, sixty cars could have gone by our residence.
16 That's a lot of traffic. That traffic study took out
17 the stop signs that are at that circle, with no
18 explanation as to why.

19 Those are the kinds of issues that we look
20 for you all, in the Planning group, to be on top of.
21 They are important to us that live there, who walk down
22 that street, trying to cross that street.

23 So in conclusion, this is a terrific
24 project. It's going to help us all but we ask that you
25 all really think deeply about the voices that don't

1 spend as much in the Planning office or before you and
2 that deals with the residential mixed use definitions.
3 Thank you.

4 MR. FROMM: Good evening. My name is Ron
5 Fromm. I have to make sure that I declare myself, so I
6 am a resident of the Crescent. I also am the retired
7 Chairman of Brown Shoe Company and I want to tell you
8 that I have had the privilege of hiring Bob Clark and
9 his team to do a number of projects for me.

10 I also had the privilege and opportunity
11 as chairman of Brown Shoe Company to have the privilege
12 of having Michael Neidorff serve on my board. So I
13 come here as a friend of the Crescent. I come here as
14 a businessman who knows Michael Neidorff and Bob Clark
15 extremely well.

16 I rest every night with full assurance
17 that they will create a phenomenal project that this
18 city so sorely needs. At the same time, I want to
19 thank you.

20 I have also sat where you are sitting.
21 Never as a member of that committee, because I would
22 never put in those hours. And so I truly appreciate it
23 and I truly appreciate the comments of the last two or
24 three people here. Because the most important job is
25 yours, in the Planning teams. And so I tried to listen

1 very hard tonight, to the proposal and to the new
2 elements that were added to the proposal and once
3 again, I can tell you two things.

4 One is that I have the utmost confidence
5 that they can create a phenomenal project and all that.
6 I was most impressed by the numerous hours that the
7 staff and I am sorry, I quite frankly can't make out
8 any faces, so I wouldn't know who I am addressing.

9 But if the staff put in that diligent
10 time, going through these reports and these elements
11 and those things and you came up with a series and a
12 number of recommendations and those elements.

13 And as a member of the Brown Shoe Company
14 and being involved in numerous development projects for
15 the City of Clayton, some that got built and some that
16 didn't, you know, I am well aware that there is so much
17 detail and work to be done on this.

18 And yet, I am very unfamiliar with
19 something like this project, that I'm not sure if you
20 are voting tonight on things that the staff has
21 recommended, that I heard, may not be something that
22 Centene could support and then, is that done?

23 And so I struggle with understanding that
24 and I wonder how many citizens understand when those
25 decisions really get made. So I am going to stop.

1 There is so much information here. I applaud the
2 staff. That work needs to be done and that's where I
3 put my faith, that you will do the work necessary to
4 create a project that we are all going to be so
5 excited, that is going to create a new east end of
6 Clayton.

7 And that the community, as some of the
8 others have said, always believes in being right for
9 the City of Clayton and that's the residents of Clayton
10 and I'm sure together, you are going to create a
11 fabulous project that we are all going to be proud of.

12 MR. GERSHMAN: Good evening. My name is
13 Jeff Gershman. I'm here tonight on behalf of TNG
14 Limited Partnership. TNG owns the property on the
15 north side of Forsyth, directly across from Centene's
16 proposed development.

17 It's the largest undeveloped, contiguous
18 site in the Central Business District. We generally
19 are supportive of this development with one serious
20 reservation.

21 The last thing we want to see is wall to
22 wall garages on the four block stretch of Forsyth,
23 running from Hanley down to Lee Avenue. This issue was
24 addressed, in detail, six years ago, when you all
25 updated the Clayton Master Plan. The Master Plan

1 speaks to a number of aspects of this issue. It
2 creates a new district of Forsyth Village. It
3 recognized the value of Forsyth Boulevard.

4 On page 21, within downtown Clayton,
5 Forsyth Boulevard is the primary commercial street,
6 running east/west from Forsyth station to the eastern
7 gateway to Shaw Park.

8 Forsyth Village was supposed to envision
9 the combination of high rise offices, hotels, mixed
10 use, with an emphasis on transit oriented development
11 and transition area to adjacent neighborhoods.

12 The plan goes on to say, given the
13 proximity to Forsyth station, key streets such as
14 Forsyth and Carondelet Plaza, should be made as
15 pedestrian friendly as possible and new development
16 should be pedestrian oriented.

17 It is specifically addressed. The Master
18 Plan did it, page 49. The issue of parking garages on
19 Forsyth, where said parking requirements throughout the
20 district should be modified to reflect the prevalence
21 of public transit rather than car travel and "Remaining
22 garages should not have frontage on key streets.
23 Remaining garages should not be built on Forsyth."
24 That's what the plan says. In conclusion, we are
25 generally in favor of Centene's development but the

1 development has to be done in a way that respects the
2 value and significance of Forsyth Boulevard as the
3 primary commercial east/west street running through
4 downtown Clayton.

5 And the development has to also recognize
6 that the north side of Forsyth is also a prime
7 development site. What gets built on the south side of
8 Forsyth is going to have a significant impact on what
9 gets built on the north side.

10 To build nothing but garages all along the
11 south side of Forsyth, from the MetroLink station to
12 Hanley Boulevard is completely contrary to the Master
13 Plan.

14 But more importantly, it would waste the
15 development potential of both sides of Forsyth, from
16 the MetroLink station to Hanley and ensure that the
17 goals of the Master Plan for Forsyth Boulevard of a
18 pedestrian friendly office, mixed use, residential
19 development would never be realized.

20 We hope that you will take the long view
21 as the speakers on behalf of Centene have urged and
22 consider, 10 years from now, 20 years from now, 30
23 years from now, if somebody comes into Clayton from the
24 east side and sees nothing but garages, all along that
25 stretch of Forsyth, they are going to wonder. What was

1 the city thinking? What were they doing? So we hope
2 that you will give that serious consideration and make
3 the appropriate adjustments. Thank you.

4 MR. CLAYTON: Earl Ressler, Barbara
5 Abbott, Larry Poger.

6 MS. ABBOTT: I guess the person before me
7 isn't here. Thank you very much, Mr. Chairman and
8 commissioners. This has been a long night for you and
9 for everyone else.

10 And I just want to say thank you so much
11 for everything that you have put into this and echo
12 what some others have said. We recognize -- I'm sorry.
13 Barbara Abbott, 155 Carondelet Plaza.

14 We recognize the wonderful things that
15 Centene and Mr. Neidorff do for this community. We're
16 grateful to have them. We are in support of this
17 project.

18 We simply ask that you continue to look
19 closely at all of the concerns and the unanswered
20 questions that are still before us and that we hope
21 this will ultimately become the project that all of us
22 in Clayton can be very proud of. Thank you.

23 MR. CLAYTON: Robert Levin, Ed Rader,
24 Leslie Bisgard.

25 MR. LEVIN: Thank you. I'm Robert Levin.

1 I live at the Crescent, my wife and I and we welcome
2 the idea of more development in Clayton but we're very
3 concerned about the magnitude of what has been
4 proposed.

5 A little example of this evening, driving
6 here along Maryland Avenue from the Crescent and we
7 went by Straub's and we were waiting to turn into this
8 area and we noticed that the line up getting onto 170
9 went all the way back to Straub's and maybe beyond that
10 but I can't say for sure.

11 Imagine with the additional 5,000 cars
12 expected or 2,000 that we discussed this evening -- is
13 this working? If there are only 300 or 400 cars added
14 to that group, trying to get on the I-170, they would
15 have had a tough time and added to gridlock.

16 We just have to be awfully concerned with,
17 with the amount of traffic that can be generated and
18 how to handle it.

19 Also and I've mentioned this before and
20 there's been nothing coming from the Centene people,
21 the concern with the alleys in back of the Crescent and
22 how to get out of that alley when there are trucks that
23 would be using that same alleyway to get to their
24 loading docks, for their buildings. Those are very
25 much a concern. The backups could be very detrimental,

1 causing great backups, even in our own garage and the
2 way that should be handled would be for the trucks that
3 go to their loading docks ought to approach their
4 buildings by underground routes from other streets.

5 And they should, they should go to a
6 basement area for loading docks, where they -- trucks
7 can turn around and not have the beeping and the
8 congestion and the smells.

9 Also, with all of that backup in that
10 area, what happens if an emergency vehicle has to get
11 through, police or fire or ambulance? A very serious
12 concern for safety. Thank you.

13 MR. RADER: I'm Ed Rader. I spoke briefly
14 before the break and I still live on Davis Drive. My
15 wife and I took a tour of downtown Clayton on Labor Day
16 and to conclude our study, there are multiple for lease
17 signs on the office buildings.

18 There are nine vacant first floor business
19 places and we couldn't really tell much about what was
20 going on in residential Clayton, except the areas on
21 North Meramec and North Central, where they do have
22 multiple condominiums that are up for sale.

23 Now, in order to get where I want to go,
24 I'm going to have to have more time than I want to
25 spend and I will talk to the city manager about some of

1 the numbers that I need but I do have some direct
2 questions to the Centene representatives. Can I just
3 --

4 THE CHAIRMAN: Mr. Rader, no. You need to
5 direct it to the commission.

6 MR. RADER: Okay. I will direct it to the
7 commission.

8 THE CHAIRMAN: And please abbreviate it.

9 MR. RADER: Okay. The first question is
10 with regard to the buildings that Centene currently
11 operates, what is the percent occupancy rate of those
12 offices that they currently have?

13 THE CHAIRMAN: Well, you can pose your
14 question but we're not going to be responding to that,
15 at this point. Please make all of your comments
16 related to the new proposal in the Special Development
17 District.

18 MR. RADER: Well, then I will just have to
19 stop, because I need some statistics from them, to be
20 able to proceed. My main concern is with regard to the
21 pricing that they are going to have on their
22 condominiums and on their apartments that they are
23 going to have for rent. And I will give you the reason
24 for it, because I think it is valid and applies to
25 what's going on here. Previous administrations in

1 Clayton have been loud and clear about their desire to
2 have low cost housing somewhere in Clayton. Not
3 necessarily where they live but somewhere and I am
4 concerned that a portion of those proposed housing, 120
5 condos and/or apartments may be devoted to just that
6 type of situation, where the pricing is below market,
7 which would then be given to people who have low
8 income. I need to know, what is the pricing on those
9 structures?

10 THE CHAIRMAN: Well, Mr. Rader, we're
11 really not dealing with pricing of any residential
12 units. If you need more statistics, I suggest that you
13 speak with the professional staff during the day.

14 MR. RADER: Okay. The professional staff
15 being the Centene professional staff?

16 THE CHAIRMAN: No. The city professional
17 staff.

18 MR. RADER: Okay.

19 THE CHAIRMAN: The city manager --

20 MR. CLARK: Stick around. I'll answer
21 your questions.

22 MR. RADER: Thank you.

23 MS. BISGARD: Hi. I'm Leslie Bisgard from
24 the DeMun neighborhood and I just listened to the
25 traffic studies this evening and I am just kind of

1 curious as to why none of the studies really branched
2 beyond the Central Business District, because there are
3 a number of us in Clayton, that live on the east side,
4 down towards Skinker, the southeast side.

5 So I guess my request is that as we are
6 continuing to look at the traffic studies, that maybe a
7 two to three mile radius of the expansion project be
8 looked at, in terms of how that affects us.

9 I think of my neighbors that have children
10 in Clayton High School and will be commuting every
11 morning, with many more cars on the road or students
12 themselves, driving themselves to Clayton High School.

13 The Centene expansion project is fabulous
14 but again, is it larger than what we can comfortably
15 accommodate, accommodating all of Clayton residents as
16 well as our neighbors in U City and the City of St.
17 Louis and Ladue? So I just want to request some
18 consideration for those people. Thanks.

19 MR. CLAYTON: Our final four speakers are
20 Bob Bonney, Stacy Smith, Marc Alper and Jennifer
21 Musich-Rehmann.

22 MR. BONNEY: I'm Bob Bonney. I'm the
23 Director of the Missouri Restaurant Association. I'm
24 here to speak in favor of the project. This
25 development will be a huge -- will have a huge impact

1 on the restaurant community. We had two prominent
2 Clayton restaurants reach out, Tony and Kelli Almond of
3 Almond's Restaurant and Chef Gerard Craft with
4 Pastaria, both in Clayton, both support the project,
5 both fully understand, and witnessed firsthand the
6 benefits that come to the community from Centene.

7 Restaurants are the second largest private
8 sector employee in America and in the state and
9 currently employ 12 percent of Missouri's workforce.

10 So for these reasons and to be brief, we
11 stand as the Restaurant Association in Missouri with
12 the Regional Chamber, Economic Development and Labor
13 and urge you to vote, to keep Clayton moving forward
14 and support this project. Thank you.

15 MS. MUSICH-REHMANN: Hi. My name is
16 Jennifer Musich-Rehmann and I am a resident of Clayton.
17 I come to you, more importantly, as a parent. I live
18 on Westmoreland, in-between Hanley and Jackson, which
19 will be affected by some of the traffic issues. So, I
20 obviously have concern there.

21 My number one concern, obviously, is for
22 the safety of my children and people using my street as
23 a cut through. However, to that point, I moved to
24 Clayton knowing that I was moving to an urban area. I
25 look forward to the development that Centene is

1 proposing and what it is bringing to this area and the
2 revenue that it is going to be creating. I have three
3 small children. My oldest just started kindergarten at
4 Meramec and my two-year-old twins are at the Family
5 Center.

6 So I'm committed to Clayton and for a very
7 long time, minimum sixteen, twenty years that I will be
8 here and have my children in the Clayton schools.

9 My concern is around them and making sure
10 that we're looking towards the future. And the future
11 is building this development and getting that revenue
12 for the city and for the residents and for our schools
13 and making sure that we have economic growth. Thank
14 you.

15 MR. ALPER: I'm Marc Alper, a resident of
16 the Crescent and I too, am in favor of this project but
17 we have serious concerns. Frank Gehry, the famous
18 architect, said when he designs, he's very conscious
19 that his buildings must be good neighbors with those
20 around his. This includes the scale, massing,
21 materials, traffic and function.

22 So in that spirit, I ask that design
23 decisions for Centene be made with an awareness that is
24 placing Clayton overall and particularly to the closest
25 neighbor, the Crescent. You have heard the points that

1 are important to the Crescent. Please regard them
2 carefully and thoughtfully and without enough time for
3 due deliberation. We are counting on you to get it
4 right.

5 Now, buildings should be good neighbors
6 and so should the tenants. Unfortunately, there's been
7 some reports of unfriendly and personal attacks on some
8 of the principals for this development. That's
9 unfortunate and has little positive effect.

10 Some comments have been directed to the
11 developer. So my firm and I have been actively
12 involved with Clayco and with Bob Clark, almost since
13 the very inception of this firm, some 30 years ago.

14 That long history qualifies me to say that
15 Clayco and Bob Clark are great citizens of our
16 community and firmly interested in developing great
17 buildings.

18 Some of the negative comments have been
19 directed towards the resident committee from Clayton --
20 from the Crescent and I also want to say that the
21 representatives for the Crescent are great concerned
22 citizens of high integrity.

23 So I ask that we all act as good and
24 respectful neighbors and that the ARB makes decisions
25 that best allow us to co-exist. Now, during design and

1 approvals, during construction and throughout the life
2 and use of these projects. Thank you.

3 MR. CLAYTON: Is Stacy Smith here? That
4 is our last speaker.

5 THE CHAIRMAN: We would like to thank
6 everyone for their comments and now will be the time
7 that we can make some comments.

8 Would anyone like to start off? Hearing
9 none, so I will go. I think we have an outstanding
10 opportunity here with the City of Clayton, from the
11 entire metropolitan region, in looking at this Special
12 Development District that Centene would like to
13 develop.

14 They certainly have been a very strong,
15 dedicated corporate citizen to our city and they have
16 some grand plans for us. I honestly feel that we
17 should be moving forward with the Special Development
18 District at this time.

19 We have looked at many things, however, I
20 think there are a few outstanding issues that we, on
21 the Planning Commission and with the professional
22 staff, may have to deal with.

23 There was some really unanswered staff
24 recommendations that came up. One, of course, is the
25 traffic studies and we have now heard one tonight and

1 one previously and it seems like there needs to be a
2 reconciliation between the two. Part of it is whether
3 it is an immediate issue right now, the Special
4 Development District or if it is a larger issue.

5 Another one is the FAR, the floor area
6 ratio concern of Subdistrict 2. It's an area that
7 still appears to be lacking in diversity. It is
8 certainly been called for, to be a mixed-use area and
9 without that, it may truly lack some vibrancy that we
10 are looking for on Forsyth Boulevard.

11 Another item is the pedestrian
12 orientation. I think the proposal is really moving
13 very positively in that direction but I worry without
14 additional retail square footage, that may not be very
15 successful.

16 Another one is green issues. It still
17 seems that the majority of green is on top of roofs,
18 where actually very few people would be able to see or
19 experience it.

20 And then a final thing is we really are
21 not dealing with design issues tonight. It still seems
22 to be coming up in many of the comments but those
23 specific design issues will be dealt with in the
24 upcoming subdistrict reviews and of course, there will
25 be four of them, going along with the four districts

1 that Mr. Clark has outlined in his various
2 presentations. So with that, I'll stop there.

3 MR. WILSON: Steve, is it fair to say that
4 a lot of the issues that were brought up tonight,
5 concerns, will be dealt with on an individual basis,
6 when each subdistrict is looked at?

7 THE CHAIRMAN: I think generally, yes.

8 MR. WILSON: Would that include the FARs?
9 Would that include the green issues as well?

10 THE CHAIRMAN: I think if we make it part
11 of our recommendation, then it would need to be carried
12 forward into the subdistrict reviews.

13 MR. WILSON: Including the traffic study
14 reconciliation?

15 THE CHAIRMAN: I am up in the air with
16 that, to be honest.

17 MR. WILSON: Okay.

18 THE CHAIRMAN: Did that partially answer
19 -- further comments?

20 MR. CLARK: Can I respond to some of those
21 comments --

22 THE CHAIRMAN: Yes.

23 MR. CLARK: -- as the applicant? First of
24 all, we are as concerned about traffic as anybody is.
25 The last thing we want to do is have the fastest

1 growing company in Missouri hire all of these people
2 and have them not be able to get to work or get home at
3 night. That's not a good way to retain employees and
4 so we are dedicated and have stipulated that we're
5 going to work with the city staff, who we have terrific
6 confidence in, to solve any traffic issues within the
7 confines of our project.

8 We don't think we can fix the problems on
9 Highway 40 as part of this or the 20 year solutions or
10 the one hour's worth of other traffic concerns that are
11 going out to Kansas City or anything and I don't mean
12 to be facetious but we have stipulated in writing, to
13 this panel, that we are going to solve the traffic
14 issues to the city that result from -- I don't know how
15 much more we can say or how many more studies we could
16 do but we don't want the traffic issues to be an
17 impediment to us hiring the first class kind of
18 employees that we need to bring to the Clayton area.

19 The FAR subdistrict issue, I think will be
20 dealt with more in the actual subdistrict approval
21 process. While I'm not one hundred percent sure that
22 we can solve the problem and get all of the way to
23 three, because of how big the site is and the
24 particular way that we have laid our projects out. We
25 could have easily laid our projects out in a way, you

1 know, broken our subdivisions up to correct that issue
2 and maybe we could go back and look at that, as a
3 possibility but it doesn't really solve the problem a
4 hundred percent.

5 The total is -- the fact is that we have a
6 very dense, overall, project and that Centene is
7 dedicated to building up all of Subdistrict 1, all of
8 Subdistrict 2 and all of Subdistrict 3 by 2020 and they
9 need the space and if you take the three subdistricts
10 as a total, they're over a four FAR.

11 That's a very dense development for
12 Clayton. So on one hand, people want density and on
13 another hand, they don't want density. So we're trying
14 to strike a balance with what the Master Plan had
15 called for and we think that we do that.

16 I do think that we will deal with the
17 pedestrian experiences in an excellent way when it gets
18 to the subdistricts and I think that I showed some
19 improvements today, in terms of how we are going to be
20 addressing that, some renderings and that sort of thing
21 that we will bring forward for comment.

22 And in terms of the green issue, we have
23 talked to staff and to architects and designers about
24 potentially adding more green space to our plaza areas
25 but we do have a total of 60,000 square feet of area to

1 work with and I'm sure that we can strike a balance
2 that meets the committee's requirements. So did that
3 help at all, Mr. Chairman?

4 THE CHAIRMAN: It did. Thank you.

5 MR. OWENS: I have a comment and maybe a
6 question. The staff recommendations, stipulations that
7 are on here, I -- the one, the only one that's really
8 not sticking with me very well if the dropoff area, the
9 plaza dropoff area. Is there any way that you could
10 talk about that concern, that area?

11 MR. CLARK: I guess what I would say is
12 that would be a Subdistrict 1 issue. It's not really
13 -- I don't see it as an SDD issue and I think there
14 would be a lot of bites at that apple.

15 We can certainly look at other
16 alternatives. The design team has studied it. We just
17 think it's going to be a really dangerous situation, to
18 not have a place to safely pull off of Carondelet and
19 drop people off and pick people back up.

20 MR. OWENS: And probably I would agree
21 with you. I just want to make sure that that's
22 appropriate to do that. Right now, it is a stipulation
23 for approval from staff.

24 MR. CLAYTON: Right. From staff's
25 perspective, we looked at that as an open space issue

1 and not a pedestrian circulation issue, which are both
2 criteria for the Special Development District. It can
3 also be addressed at subdistrict levels, because it is
4 more detail than access and circulation issue.

5 MS. BOULTON: Thank you.

6 MR. WILSON: One question. One of the
7 other differences in staff recommendation was on 5,300
8 parking spots versus 58, is that correct and the
9 current Centene proposal says we can't live with 53.
10 It's got to be 58. Is that a design issue or is that
11 -- where does that fall? Because I think there is
12 still some work to be done.

13 MR. CLAYTON: Right. That number came
14 directly from CBB based on their models and averaging a
15 range of two different models. That was based on
16 information provided by the applicant, on the use and
17 the square footages of the development and that's how
18 that number was derived.

19 If they have different assumptions the use
20 of that property, then that's something that we could
21 look at too. Re-evaluate the assumptions based on
22 extrapolating office use and retail, so those general
23 definitions, that was the recommended parking amount.

24 That could also be refined further before
25 this item got to the Board of Aldermen level. That

1 actual number could be refined.

2 MS. BOULTON: You are saying at the Board
3 of Aldermen level?

4 MR. CLAYTON: Correct.

5 MS. BOULTON: I thank everyone for coming
6 and staying so late. This is way past my bedtime and I
7 do thank Centene and Mr. Clark for addressing many of
8 the issues raised by the staff and by the Planning
9 Commissioners at the last meeting.

10 The parking, I think we can deal with that
11 -- that seems to be the biggest thing, having too much
12 parking and of course, the -- it seems like almost
13 everything on the staff report has been addressed, in a
14 positive manner, except the parking, the floor area
15 ratio in one subdistrict and the vehicular dropoff.

16 Otherwise, it seems that, if I am reading
17 this correctly, Centene has agreed to all of the other
18 conditions in the staff's recommendations. Is that
19 correct? Is that the -- either you or -- is that
20 correct?

21 MR. CLAYTON: Yes. I mean, from their
22 presentation, it appears that they have addressed
23 those. We haven't reviewed plans that specifically
24 address those but on a first look, it looks like they
25 have.

1 MR. OWENS: Mr. Clark, is that your
2 understanding?

3 MR. CLARK: That is. That is my belief,
4 that we did address them and that it was our intention
5 to do so and that the presentation will go on the
6 record, before the vote.

7 THE CHAIRMAN: Any other commission
8 members? Well, what we have before us is a staff
9 recommendation to recommend approval of the rezoning
10 and Special Development Plan to the Board of Aldermen
11 with these several conditions, that we have just been
12 discussing.

13 With that, it would then go to the Board
14 of Aldermen for their review and discussion also. So
15 is there any comment, before we call for a motion?

16 MR. OWENS: Mr. Chairman, would you like
17 for me to make a motion?

18 THE CHAIRMAN: Please.

19 MR. OWENS: I move that we recommend
20 approval with the staff recommendations as presented
21 with the exception of number five, eliminating the
22 vehicle dropoff and parking area between the
23 Subdistrict 1 building and Carondelet Plaza.

24 MS. BOULTON: Well, I would also agree to
25 --

1 MR. OWENS: I don't have a second yet.

2 MS. BOULTON: I'll vote too.

3 MR. OWENS: I need a second, I believe.

4 MS. BOULTON: I will second you.

5 THE CHAIRMAN: Could you say it?

6 MS. BOULTON: I second it but I would like
7 to amend it. I would also like to take out the need to
8 eliminate the elevated walkway connections between the
9 subdistricts.

10 I think that's something that -- the
11 bridge, basically. I would like to take that out of
12 the -- elimination of that out of the staff
13 recommendation.

14 THE CHAIRMAN: Those were between the
15 subdistricts --

16 MS. BOULTON: Yes. Just --

17 THE CHAIRMAN: -- not the --

18 MS. BOULTON: Just the elevated. When you
19 say --

20 MR. CLARK: We took the elevated, all of
21 the elevated --

22 MS. BOULTON: So those are already out?

23 MR. CLARK: -- connectors out, except over
24 Hanley Road, which we need.

25 MS. BOULTON: Was this including Hanley

1 Road?

2 MR. CLARK: Yes. That one in the alley is
3 about --

4 MR. CLAYTON: Staff's recommendation
5 included all elevated and below grade walkways.

6 MS. BOULTON: Including the bridge area?

7 MR. CLAYTON: Correct.

8 MS. BOULTON: So that's the one that I'm
9 going to take out.

10 MR. OWENS: You'd like that to stay?

11 MS. BOULTON: I'd like that to stay.

12 MR. CLARK: We need that to stay.

13 MR. OWENS: I would accept that amended
14 motion.

15 MS. BOULTON: Do I have to second that?

16 MR. OWENS: I don't believe so.

17 THE CHAIRMAN: NO. Okay. So we have a
18 motion at the second following the staff
19 recommendations, removing items five and six; is that
20 correct?

21 MS. BOULTON: Well, a portion of six.

22 THE CHAIRMAN: A portion of six, yes.

23 All in favor of approval of rezoning in
24 the SDD and sending it to the Board of Aldermen?

25 MS. BOULTON: Aye.

1 MR. OWENS: Aye.

2 THE CHAIRMAN: Aye.

3 MR. WILSON: Aye.

4 MR. LIEBERMAN: Aye.

5 THE CHAIRMAN: Opposed? Okay. The SDD
6 does pass and it will go to the Board of Aldermen at
7 this time.

8 MR. CLARK: I'd like to thank the staff
9 and the Planning Commission for your due diligence,
10 your hard work and great working together. Thank you.

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1 STATE OF MISSOURI)

2 COUNTY OF ST. LOUIS)

3 I, Sara E. Tom, a Certified Court Reporter
4 within and for the State of Missouri, do certify that
5 pursuant to Notice, a meeting was held at the Clayton
6 High School, 1 Mark Twain Circle, in the City of
7 Clayton, State of Missouri, commencing at 5:30 in the
8 evening of that day; that all proceedings which then
9 transpired was reduced to voice writing by me on the
10 day, between the hours, at the place and in that behalf
11 first aforesaid, and later transcribed into typewriting
12 and that the foregoing 167 pages are a true and
13 accurate transcript of the record of the aforementioned
14 meeting.

15 IN WITNESS WHEREOF, I have hereunto set my hand
16 this 15th day of September, A.D., 2016.

17
18 _____
19 SARA E. TOM CCR #1234
20 Certified Court Reporter within
21 and for the State of Missouri
22
23
24
25